

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXX., No. 18.]

SATURDAY, MAY 2, 1874.

[WHOLE No. 1,984. VOL. XLVII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

The Granger's Road and the Government Canals.....	545
Chicago, Burlington and Quincy Railroad.....	546
Proposed New Railroad from South Framingham to Boston.....	549
A Six-Acre Rolling Mill.....	549
Debt of Milwaukee.....	549
Railroad Earnings.....	550
Veto of the Twelve Hour Law.....	551
The Iron Business.....	551
National Freight Transportation.....	553
Dividend and Interest Tables.....	552, 554
Railroad Share List.....	562
Stock Exchange and Money Market.....	569
Boston Water Power Co.....	570

American Railroad Journal.

New York, Saturday, May 2, 1874.

The Granger's Road, and the Government Canals.

The Committee on Transportation of the House of Representatives, of which Mr. McCrary is chairman, has made a lengthy report, recommending the construction of a great freight line between Omaha and New York, and suggesting that the United States might advantageously endorse the bonds of such private corporation, to the extent of sixty millions. We give a synopsis of the Bill elsewhere; but there is no need of cumbering our columns with the report, for several reasons. (1.) It is not made in good faith. The committee do not expect to see any such measure pass; nor have they the temerity to ask outright that the government should lend its credit to the scheme; they only hint at it. (2.) The report is not made in the interests of transportation so much as in the behalf of the members of Congress themselves. It is, in other words, a stump speech designed to flatter the farmers of the West and to win the granger's vote. There are interesting facts in it, showing either, that the markets are too far from the grain producers, or the producers too far from market; and that the products cannot be carried from one to the other and leave much profit. (3.) But the intimation that this state of things

may be remedied by taxing the whole people, in order to remove this disability from a portion, is unfair; as the act itself would be unconstitutional and intolerable. (4.) Moreover, if all other objections could be swept away, the one fatal objection to such a measure is that there is no stopping place. If the government is to come to the relief of a portion of the population in one locality, all others will presently put in the same claims. The principle of government indorsements must be carried much further, or stop short where it is. (5.) It is not the business of the government to be either building railroads, or advancing money to build them, unless, indeed (as in the case of the first line to the Pacific) they can be shown to be necessary for military and postal purposes, and cannot otherwise be built. (6.) The public treasury is in no condition to justify any drafts on it for this or any similar purposes. (7.) It would be a gross injustice to the three or four great lines which have been built entirely by private capital, extending between the same points, for the government to help build another to compete against them. (8.) The company as now organized claims to have all the legislation they need, and the requisite access to the waters of New York harbor, together with some tremendous advantages in distance and grades; why, then, is this not a proper occasion for the grangers and their allies to put in their own capital, and build and own a road of their own in which there will be no large bonded debt, no watered-stock capital, and hence one from which they may draw immense profits. These are the complaints they make against the existing roads, and yet the chance to reap those still larger profits somehow goes a begging.

The Report of the Senate Transportation Committee, of which Senator Windom is chairman, is a very different document. It has the appearance of a candid, pains-taking and conscientious effort to do something which government may do, for cheap freights. This committee, like the other, push the argument on the constitutional power of Congress to interfere in inter-State commerce to an absurd degree; but at the same time admit that the proposition to meddle with railroads is surrounded with difficulties. Their recommenda-

tion that government should undertake the improvement of four or five water-ways between the seaboard and the West, although liable to some of the objections above noted as applicable to the Continental Railroad scheme, are more in unison with the existing practice and theory of governmental functions, and are besides judiciously distributed and forcibly urged. Government now provides light houses, deepens channels, and "regulates" the movement of vessels. The distinction between internal and external commerce, river and seaboard waters, inter-State and foreign traffic is so blended and interwoven that it forms an entirely separate and distinct department.

The improvements which the Committee recommend are:

First—Improvement of the Mississippi River.

Second—A continuous water line of adequate capacity from the Mississippi River to the city of New York, via the northern lakes.

Third—A route adequate to the wants of commerce, through the central tier of States, from the Mississippi River, via the Ohio and Kanawha Rivers, to a point in West Virginia, and thence by canal and slack-water, or by a freight railway, to tide-water.

Fourth—A route from the Mississippi River, via the Ohio and Tennessee Rivers, to a point in Alabama, or Tennessee, and thence by canal and slack water, or by a freight railway, to the ocean.

From the fact that this committee have personally examined the routes of the canals and water-ways they recommend; and have gathered a mass of valuable statistics in regard to the growth and dimensions of our commerce in farm products, a favorable hearing may be given their recommendations. They commit the government to a yearly expenditure of 25 or 30 millions for some years; which is a fresh departure in expenditures. Nevertheless the measure is judiciously distributed and will command a wide support in the South, the West and Northwest.

There is this permanent and fundamental objection to the spirit of both these Reports, that they teach citizens to look to the government for assistance instead of looking to themselves. Like the other measure emanating from the House Committee, and which now lies in the Senate, it assumes that the intervening finger of government may probably appear in every branch of industry

or occupation. Who is going to keep public officials to their trusts when government is interested with twenty times the number and many times the power they now have? If the government will confine itself strictly to the common defense, and to such other duties as are specially and unequivocally delegated to it by the Constitution, it will have enough to do, and quite as much power as it ought to have. The remainder may be left "to the people and the States respectively."

Chicago, Burlington and Quincy Railroad. TWENTIETH ANNUAL REPORT.

To the Stockholders of the Chicago, Burlington and Quincy Railroad Company:

On the first day of January, 1873, your company took possession of the Railroad, Branches, and other property of the Burlington and Missouri River Railroad Company, and assumed its liabilities and the control of its affairs.

During the year that road has been managed and operated as a part of the road of this company.

No report was published of the results of the business of that road for the year 1872; and the last report of this company covered only the last eight months of that year. It will be necessary, therefore, now to give such statements, not heretofore made, as will furnish to the stockholders the means of instituting a comparison of the results of the business on the entire line for the years 1872 and 1873.

The following is a statement of the entire gross receipts and expenditures of this company for the year ending December 31st, 1873:

From freight.....	\$8,035,348 78
" passengers.....	2,576,061 25
" mail, and miscellaneous.....	598,814 68
" Burlington Bridge tolls.....	195,001 21
Total receipts.....	\$11,405,225 92
Operating expenses, exclusive of taxes.....	\$6,181,514 18
Taxes paid, in all.....	253,253 64
	6,434,767 82
Leaving net earnings for the year.....	\$4,970,458 10
Interest accrued and paid on bonds during the year.....	1,966,300 22
Leaving a balance of.....	\$3,004,157 88
Out of which has been paid—	
Dividend No. 25.....	\$1,250,127 33
Dividend No. 26.....	1,326,642 75
Rent of track & depot.....	57,437 44
Interest and exchange.....	109,867 78
	2,744,075 30
Leaving of net earnings for the year over every liability.....	\$260,082 58
To which add surplus at commencement of the year.....	3,514,272 16
	\$3,774,354 74
Deduct interest on bonds accrued but not called for prior to January 1, 1873, but since paid.....	253,755 74
And there stands to the credit of income account.....	\$3,520,599 00
The amount credited to sinking fund taken from earnings of previous years is.....	1,179,744 88
And this, added to income credits, makes the amount of surplus earnings.....	\$4,700,343 88
The capital stock of the Burlington and Missouri River Railroad Company on the first of January, inst., was \$6,532,552 76.	
The Chicago, Burlington and Quincy Railroad Company increased its capital during the year by the issue of certificates to the amount of \$1,230,400 00, to take the place of the same amount of	

stock held by it in the Burlington and Missouri River Railroad Company, and which was canceled, and the outstanding certificates of stock in that company reduced by the like amount; and has also issued, in addition thereto, one hundred and thirty-seven shares, all which were used in the adjustment of dividend No. 25.

These additions carry the stock of this company to \$19,897,000, and make the capital stock in the two companies an aggregate of \$26,429,562 76.

The number of miles of Burlington and Missouri River Railroad operated in 1873 was the same as in the preceding year, and the gross earnings on that road for 1872 were \$3,040,448 25, and on the road of your company, \$7,630,408 78, making an aggregate of \$10,670,857 03. The operating expenses on the former were \$1,729,721 38, or 56.89 per cent of the gross earnings; and, including taxes, \$1,975,824 75, or 58.04 per cent. On the latter, the operating expenses were \$4,629,374 87, or 60.67 per cent of gross earnings; and, including taxes, \$4,942,181 38, or 64.77 per cent of gross amount earned.

From the first above statements it will appear that the gross earnings for the year now closed were \$11,405,225 92, as against \$10,670,857 03 for the previous year.

The operating expenses were \$6,181,514 18, exclusive of taxes, and, including taxes, \$6,434,767 82; while for the previous year, aside from taxes, they were \$6,359,096 25, and, including taxes, \$6,718,106 13. In other words, an increase of gross earnings in the last year of \$734,368 89, and a decrease in the amount of operating expenses, exclusive of taxes, of \$177,582 07, and, including taxes, \$233,338 31, and a clear net gain in the business of the year over that of the previous one, of \$974,101 15.

The operating expenses for the two years will compare as follows:

For 1872 they were 59.50 per cent exclusive of taxes, and, including taxes, 62.95 per cent of the gross earnings; while for 1873 they were 54.19 per cent, without taxes, and 56.41 per cent with taxes.

Had it not been for the loss by fire herein subsequently mentioned, there would have been a still further reduction of operating expenses of about two per cent. It is hoped that if no considerable losses are met with in the succeeding year, the operating expenses may be reduced still further.

From the foregoing exhibit it will be seen that the net earnings of the road for the year above operating expenses, taxes, interest on all the bonds of the two companies and on bonds of all the branch roads of the two companies in Iowa and Illinois, have been 10.73 per cent on the combined capital stock of the two companies, as it stands at the date hereof.

In May a fire occurred at Aurora, in which the car shops, supply store, and other wooden structures of the company, were destroyed, together with a quantity of lumber for the manufacture and repair of cars, and a large amount of supplies for the use of the road. Aside from the insurance received, this loss amounted to \$224,231 07, and is included in the above statement of operating expenses. If we had not met with this loss, the net earnings over operating expenses and taxes would have reached \$5,194,689 17, with a net gain of \$1,198,332 22, and 11.58 per cent on the capital stock.

It will be seen that the interest paid on all branch bonds is charged out the same as the interest on the bond of this company. Attention is called to the matter of interest on these branch bonds, for the reason that in previous years some part of the interest on the bonds of these roads has been charged to construction, because of the unfinished condition they were in at the time the company took possession of them.

The gross earnings of the Burlington and Missouri River Railroad and its branches for the year have been \$3,152,233 98, an increase over those of the preceding year of \$111,785 78. The actual increase, however, is greater than is shown by this statement; for in the statement of earnings

for 1872 is included an allowance in the division of joint earnings made by this company to the Burlington and Missouri River Railroad Company for business brought by it to this road.

The operating expenses of the Burlington and Missouri River Railroad and branches for the year were large by reason of the extensive renewals and repairs elsewhere mentioned, and were \$1,916,398 02 exclusive of taxes, and 60.79 per cent of the gross earnings, leaving the amount of net earnings upon that road at \$1,235,835 76.

BRANCH ROADS.

Attention is called to the branch roads. There has been a gradual and steady increase in the business of the branch roads, so-called, both in Iowa and Illinois.

In Illinois, for the year ending April 30th, 1872, the earnings on the branch roads then in operation amounted to \$661,939 71; and the entire earnings of the company upon the branch road business, to \$1,713,633 35. On the same branches for the year now closed, the earnings have been \$905,166 40; and the entire earnings upon this branch business in Illinois, \$2,049,988 27.

The earnings on the branches of the Burlington and Missouri River Railroad in Iowa, for the year, have been \$157,248 24. The entire earnings of the company on the business of all the branch roads, both in Iowa and Illinois, including those local to the branches themselves and on the main line, have amounted to \$8,487,277 70, and 33 per cent of the entire gross earnings of the company on freight and passengers. The miscellaneous earnings are not included or apportioned to the branches in the above statement; but if included, it would not materially vary the comparative results.

The proportion of operating expenses chargeable to those branches in Illinois, has been \$761,529 79; in Iowa (estimated) \$122,129 64; in all, \$873,659 43, being 77.65 per cent of the gross earnings thereon.

Again: The earnings, on the branches and main line to and from branches, in 1873, are \$3,487,277 70; operating expenses on the branches are \$873,659 43; operating expenses on main line on branch business, \$1,280,108 35; total operating expenses on branch business, \$2,153,767 78; net earnings on branch business in Illinois and Iowa, \$1,333,509 92.

These statements will show to some extent the bearing these branches have upon the value of your property. When it is understood that these branches were built, or mainly so, by other parties, and in interests hostile to those of your road, and that they control so large an amount of business as these statements show, the stockholders can well appreciate the extent to which the business of the road would have been affected, had not this company come into the ownership or control of them.

It will be seen that these branches gather up and influence too large an amount of business to be lost, without seriously impairing the property of the company; and that it is certain that if these branches were not now in the ownership or control of this company, this business would have been lost to it, or it would have been received under such strong competition as to have been substantially valueless. Besides, if these branches, reaching your line at thirteen different points as they do, were now in other control, and competitors instead of contributors, the effect would be that nearly the entire business of the company, both that from the branches and that coming directly into the main line, would be under such strong competition as to leave but small profit, and at many points none at all, above the cost of transportation.

Some of these branches, both for their local business and for the amount contributed to the main line, as would be expected, are more valuable than others. But, taking them as a whole, the result shows that the policy of your company, in reference to their acquisition, has been a sound and judicious one.

There have been operated during the year, of

the Burlington and Missouri River Railroad and branches, 443 miles, and the gross earnings thereon have been at the rate of \$7,115 65 per mile; and of the Chicago, Burlington and Quincy Road, 825 miles, on which the earnings have been at the rate of \$10,003 62 per mile.

The entire earnings collected and distributed over the whole line and branches, show an average of \$8,994 65 per mile.

The whole tonnage of the line for the year, amounted to 2,221,741 tons, of which there were of through freight:

Westward	196,314 tons
Eastward	375,875 "
Local freight, East and West	1,649,552 "

The earnings upon through freight were 1.27 cents per ton per mile. Upon local freight, 2.45 cents per ton per mile.

Total number of passengers carried during the year, Eastward	847,389
Total number of passengers carried during the year, Westward	859,345

Total

The average amount per mile, exclusive of mileage and season tickets, was 3,023 cents.

New connections with Western Roads have been made during the year. The Missouri, Kansas and Texas Road, about 800 miles in length, has been completed to Hannibal, with which your road makes connection, presently, over the Quincy, Alton and St. Louis Road, between Quincy and Hannibal, a distance of about 18 miles. From this connection, though made late in the year, a very considerable business has already grown up, and, prospectively, this road is regarded as among the best of the Western connections of your line.

By an arrangement with the Kansas City, St. Joseph and Council Bluffs and the St. Joseph and Topeka Railroad Companies, your line is brought into connection with the Atchison, Topeka and Santa Fe Road, now about 500 miles in length, the Atchison and Nebraska Road, about 150 miles long, and the Central Branch of the Union Pacific, 100 miles in length, at Atchison, by which it is hoped that the business of your road will be largely increased.

The business interchanged with the Nebraska Roads, especially the Burlington and Missouri River Road in Nebraska, has grown rapidly during the year.

The quantity and quality of the wheat crop of Nebraska, and the great number of Texas and native cattle fed in that State, cannot fail to make this last-named road a valuable feeder, and perhaps the very best with which your road makes connection.

The detailed statement of the freight auditor, attached to this report, will give all needful information relative to the amount of freight transported, and the amount and character of the business with the various connections on the branches and upon the main line.

The construction account has been increased by the addition of \$752,882 15; equipment account by \$670,707 07. The principal items in the increase of these accounts are:

For cost of steel rail in excess of cost of iron, in Illinois	\$168,520 89
For cost of steel rail in excess of cost of iron, in Iowa	86,340 82
Buildings in Illinois, principally on the new shops at Aurora	65,154 62
In Iowa	46,728 45
Locomotives	156,720 00
New freight cars	534,358 96
For new side tracks, of which there have been laid something over seventeen miles	68,443 43

As it is probable that no large additions will be made to the equipment during the ensuing year, or to the buildings upon the line, and as it is not expected that any unusual or new construction is to be undertaken, the construction account for the ensuing year will, in all probability, be less than it has been in any previous year.

At the commencement of the winter, the track of the road was, and still is, in excellent condition, better, perhaps, than ever before, owing, among other things, to the larger amount of steel rail in the track, and the absence of severely cold weather; and this, notwithstanding the expenditures for repairs have been much less during the year than in the previous one.

There have been laid of steel rail during the year, in Iowa, 21.39 miles, and in Illinois, 44.17 miles, making a total number of miles of steel rails now in the track, 199.71 miles.

As stated, there has also been constructed 17.87 miles of new side-track, much of which was in the Chicago yards.

There have been rebuilt 7,133 feet of wooden bridging; 5,686 feet of it in Illinois, on the main line between Peoria and Burlington, and 1,447 feet in Iowa, a large portion of which amount was carried away by the floods of the year.

One hundred wooden bridges and culverts have been filled or replaced with masonry on the Burlington and Missouri River Railroad in Iowa, making 1.08 miles of wooden bridges taken out during the year, the cost of all which has been charged to repairs, except the sum of \$5,778 81, which is for the excess of the cost of masonry and iron over wood.

The total length of the main line and branches is 1,268 miles. Total amount of double or second track, 61.5 miles. Total amount of side track on the road, 215.40 miles. It is hoped that the cost of maintenance of track for the ensuing year will be still less than it has been during the one now closed.

There has been brought into the equipment of this company since the last report, the entire equipment of the Burlington and Missouri River Railroad. In addition thereto there have been constructed during the year, 2 passenger coaches, and 7 destroyed by fire; 5 baggage, mail and express cars, and 1 destroyed by fire; 564 freight cars, and 12 destroyed by fire; 4 new way cars, and 60 new platform and coal cars. Ten new engines have been purchased during the year.

The present equipment of the company is as follows: Engines 283; passenger cars 110, pay car 1, baggage, mail, and express cars 63, freight cars 4,132, platform and coal cars 1,697, way cars 115, refrigerator car 1, dump cars 40, wrecking and tool cars 4, pile driver, 1, hand cars 407, rubble cars 357.

The repairs upon cars and locomotives have been well kept up, and the end of the year finds the entire equipment in as good condition, and it is thought better than it was at the commencement of the year.

LAND DEPARTMENT.

It will be recollected that there were grants of land made by the general government to the Burlington and Missouri River Railroad Company, to aid in the construction of their road in Iowa.

Under the several Congressional and Legislative Acts making these grants, there has been a large amount of litigation occasioned by pre-emption, homestead and swamp land claims so called, and it has required much time and considerable expenditure to settle the rights of different parties to the land supposed to be covered by these grants.

These disputes are not yet ended, nor is it possible at present to state with certainty what will be the result in some of the pending suits.

The total number of acres, however, which the company may expect to realize under these grants may be stated, with a near approach to accuracy, at 359,708.45 acres.

Of this amount there are affected by unsettled claims (but to which it is hoped the company will be successful in establishing its title) as follows:

By homestead settlers	600 acres.
" pre-emption "	6,000 "
" Mills County	14,000 "

Leaving undisputed

January 1st, 1874.	220,584.22 acres.
Less cancelled entries	17,882.50 "

Leaving

For lands sold prior to and during the year 1870, an average of \$11 44 per acre was realized, while for those sold in 1873, \$12 81 per acre was obtained.

Should this estimated value be made good for the land yet unsold, there will be received from the entire grant the gross sum of \$4,288,548 02.

The land has mainly been sold on a credit of ten years, under contracts bearing interest at the rate of six per cent per annum, and imposing upon the purchaser the payment of all taxes subsequent to the sale. In order that the company should be relieved of the burden of taxation on the lands as soon as practicable and the fund derivable from them be made to bear interest, it was deemed best for the company to secure the earliest possible sale. A land department was accordingly organized, and every effort made to bring the lands to the favorable notice of purchasers, both in this country and in Europe.

The rapidity and the price at which sales have been made have fully realized every reasonable expectation.

This result, however, has not been reached without very considerable expenditure. Prior to April 1st, 1870, at which time the lands were first brought into the market, there had been expended in examining, surveying, appraising the lands, &c., \$97,586 82. Expenses of land department since that time, \$193,149 04.

These expenses, apportioned upon the gross amount of lands sold, including canceled entries, (for the amounts forfeited under them more than make good the sums expended upon the lands covered thereby,) leaving the unsold lands free, makes the average expenses 87.56 cents per acre on lands sold during the four years, and 7.32 per cent upon the amount of sales.

There have been paid for taxes on the whole grant, \$123,693 41, which apportioned on the lands sold, leaving balance of grant free, gives an average amount of 56.08 cents per acre, and 4.69 per cent on the amount of such sales.

The amount of expenses and taxes apportioned on the lands sold, leaving unsold lands free of charge, gives an average of \$1 43 per acre for lands sold, and 12.01 per cent on the gross amount of sales.

The total expenses of the land grant to date, including preliminary expenses prior to April 1st, 1870, above mentioned, and all taxes paid, is \$414,428 77, an average per acre upon the whole grant of \$1 15, and upon lands sold, leaving balance of grant free, of \$2 01 per acre. Since all the machinery necessary for the sale of these lands has been organized, and is now in operation, it is believed that the cost per acre for the sale of the balance of the land will be considerably reduced.

The gross amounts of receipts of this department have been as follows:

Principal	\$299,339 51
Interest	347,041 47
Town lots and incidental receipts	2,793 63

Total

From which deduct amount paid expenses and taxes as above	414,428 77
Leaving balance	\$234,745 84
Amount paid over to sinking fund	\$212,868 75
Bills receivable and cash	21,882 09
	\$234,745 84

It will be observed that there has been expend-

ed in the sale of lands, payment of taxes, etc., only \$67,387 80 of the amount received on account of principal of the purchase money of lands sold, the balance having been received on account of interest.

The net proceeds from this grant are pledged to the payment of principal and interest of \$5,058,350, of what are designated in this report as Burlington and Missouri River Railroad seven per cent land grant and road mortgage bonds, by the terms of the mortgage securing the same, and are to be paid over to the trustees in that mortgage, who are also the custodians of the sinking fund for that purpose.

Attention is called to a portion of the report of the land commissioners herewith published, which will give you more in detail the transactions of the land department for each year since its organization.

The capital stock of the Burlington and Missouri River Railroad Company and branches has been increased during the year by the conversion of bonds, \$357,000. By the issue of stock previously subscribed and fully paid up during the year, \$8,280. In all, \$365,280. This increase, however, has been counterbalanced, and a further reduction in the stock of that company made by the retirement and cancellation of \$1,230,400, in certificates theretofore held by this company, and for which its own stock was substituted, as previously stated in this report.

The bonded indebtedness of that company has been reduced \$357,000 by the conversion into stock as above stated.

The capital stock of the Chicago, Burlington and Quincy Railroad Company has been increased \$1,244,100, by the substitution of its own for the stock of the Burlington and Missouri River Railroad Company, canceled as above, and the issue of 137 shares in addition used in the adjustment of dividend No. 25, as also hereinbefore stated.

The bonded indebtedness of this company has been increased \$19,000 by the exchange of that amount of seven per cent mortgage bonds of July, 1873, for a like amount of Ottawa, Oswego and Fox River Valley Branch Bonds, and \$27,650 by the issue of its plain seven per cent bonds in the adjustment of fractions under the distribution of bonds, made for the purpose of equalizing the stock of the two companies, as of the 31st of December, 1872.

A summary statement taken from the treasurer's report shows that the entire property, of whatsoever kind, and liabilities of the company, on December 31st, 1873, were as follows:

Permanent investment.....	\$58,060,451 34
Capital stock.....	\$26,429,562 26
Bonded liability, bearing interest, including branch bonds.....	25,483,825 00
Scrip issued to pay for Northern Cross Road, at bearing interest.....	108,750 00
Amount due bondholders Northern Cross Road, as per settlement with them.....	256,206 95
Amount of bills and accounts payable, over bills and accounts receivable and cash.....	500,947 51
	52,779,202 25
Leaving a surplus of.....	\$5,281,162 07
SURPLUS ACCOUNTS.	
Sinking fund.....	\$1,179,744 88
Income account.....	3,520,599 00
Total undivided earnings.....	\$4,700,343 88
Profit and loss.....	321,370 98
Surplus fund.....	259,447 23
	\$5,281,162 09

The treasurer's report, to which reference is had, will give details and additional information relative to the assets and liabilities of the company, its receipts and disbursements during the year.

Many of the stockholders have been apprehensive of injury to their property by reason of legislation in Illinois relating to the freight and passenger tariffs on the roads of that State. It is true that litigation has been occasioned by that act, but it is not thought that it will be of a seriously injurious character in its result. On principle, as well as by authority, it is now understood that the property of a stockholder in a railroad company is as much private property as though of a different kind, and entirely individual in its character; and that, equally with other and individual property, it is entitled to the protection and security thrown around it by the safeguards of the constitution. Your directors believe, that while it is true in reference to such corporate and private property that the State may regulate its use and the manner thereof, so far as the peace, good order, health, comfort, and safety of the public are concerned, it is none the less true that it cannot go beyond this and abridge or take away the right of the railroad company to operate its road, and to fix, adjust, and collect reasonable tolls and charges for transportation thereon. These rights and the money invested in order to their use and exercise, are private property, and not to be destroyed or impaired by legislation without the consent of the owner. So vital and fundamental is this principle under every just administration of law, that it cannot be supposed that it will ultimately be disregarded, either in State or Federal legislation.

The stockholders, therefore, may be assured, that beyond the expense and inconvenience arising from this legislation, there is and can be no ultimate danger to their property from the enactment of the laws referred to, or others of similar nature. On the other hand, good, doubtless, will result from the discussion of the relative rights of corporate and other individual property. Abuses which have grown up in the rapid development of the railroad systems of the country will be corrected; more economical management of railroad property will be had, which will be alike beneficial to the general public, the shipper and the stockholder; the intimate relation of railroad interest to the agricultural, commercial, and other great interests of the State, will be better understood, and it will be seen that the one cannot be interfered with without the others being in like manner affected; and that the former cannot be destroyed and the others maintained.

In concluding this review of the year's business, it is proper to call attention to the fact, that by reason of the financial crisis of September, and the consequent impossibility to obtain currency in the west to move business, the live stock traffic of the road was completely blocked, and so continued for a considerable time. The movement of grain, and the other business of the road was in like manner affected, but not to the same extent. The influence of this national calamity continued to weigh upon the business of your road to the end of the year. It diminished its volume, and to a corresponding extent limited the earnings of the company. It may also be stated, that in the country tributary to the line of your road the harvests of the last year were not as abundant as those of the previous one, though perhaps of an average yield. In consequence of low prices in the market and the scarcity of money, much of the crop of 1872 was still waiting shipment when the new crop of last year was being gathered, so that there is now in the country as much grain to be transported to market as there was last year at this time. For all this there is a demand, and at such remunerative prices as renders it certain that it will come out. Cattle, to come forward during the year, are in greater numbers than in the last; and there is no reason to suppose that the hog crop, which was large in the year now closed, will be less for the ensuing one.

As transportation into the country must and will increase with the amount carried out, there is every reason to expect that the business of your road will be as large and as profitable for the coming year as it has been for the past. Indeed it is confidently believed that the gross earnings will be greater and the expenditures less.

All of which is respectfully submitted.

J. M. WALKER, President.

Chicago, Jan. 1, 1874.

GENERAL ACCOUNT, DECEMBER 31, 1873.

Capital stock.....	\$19,897,010 00
Amount of B. & M. R. R. R. stock outstanding Dec. 31, 1873.....	6,582,552 76
	\$26,529,562 76
Funded debt, (\$18,855,575) viz:	
Trust mortgage convertible sinking fund 8 per cent bonds, payable January 1, 1883.....	150,000 00
Trust mortgage inconvertible sinking fund 8 per cent bonds, payable January 1, 1883.....	2,592,000 00
Trust mortgage 7 per cent bonds, payable October 1, 1890.....	680,000 00
Seven per cent bonds, payable January 1, 1896.....	7,029,875 00
Second mortgage bonds issued on account of Northern Cross road, payable at Frankfort on the Main, interest at 4½ per cent to July 1, 1875, and at 4 per cent from July 1, 1875, to July 1, 1890	911,000 00
C. B. & Q. scrip of 5 semi annual installments of \$21,750 each payable July and January at Frankfort on the Main, issued on account of Northern Cross R. R....	108,750 00
B. & M. R. R. R. Road bonds.....	\$2,600 00
B. & M. R. R. R. bonds, 5,058,350 00	
B. & M. R. R. R. bonds, second series convertible.....	600,000 00
B. & M. R. R. R. bonds, third series convertible.....	566,000 00
B. & M. R. R. R. bonds, convertible of 1879.....	340,000 00
B. & M. R. R. R. bonds, convertible of 1889.....	430,500 00
B. & M. R. R. R. bonds, convertible of 1894.....	356,500 00
	7,353,950 00
Total funded debt, bearing an average rate of 7.07 p. c. interest....	\$18,855,575 00
Amount due under degree of court for closing the mort. on the N. C. R. R., not yet called for by the bondholders, and therefore retained by order of the court....	256,206 95
Contingent liabilities (\$6,737,000):	
American Central Railroad bonds..	736,000 00
Peoria and Hannibal R. R. bonds..	600,000 00
Keokuk and St. Paul R. R. bonds.	1,000,000 00
Dixon, Peoria and Hannibal Railroad bonds.....	800,000 00
Carthage & Burlington R. R. bonds	600,000 00
Quincy & Warsaw Railroad bonds.	800,000 00
Ottawa, Oswego and Fox River Valley Railroad bonds.....	1,241,000 00
Illinois Grand Trunk R. R. bonds.	960,000 00
Unclaimed dividends..	\$7,449 71
Unpaid accounts and pay rolls.....	276,879 58
Bills payable.....	1,150,138 63
B. & M. R. R. R. Land Grant.....	212,562 26
	1,647,030 18
Sinking fund.....	1,179,744 88
Income account.....	3,520,599 00
Surplus fund.....	259,447 23
Profit and loss.....	321,370 98
	\$59,206,536 93

Cost of construction of 400 miles of road, including balance of cost of Northern Cross, Peoria and Ojawa, and Lewiston Branch Railroads.....\$23,214,731 31
Cost of equipment 6,521,594 80

\$29,736,326 11

Construction B. & M. R. R. R., Dec. 31, 1872 14,025,300 88

Equipment B. & M. R. R. R. Dec. 31, 1872..... 2,108,137 54

\$45,869,764 53

Cost of branch roads:

American Central Railroad..... 1,375,673 11

Peoria and Hannibal Railroad.... 969,062 41

Keokuk and St. Paul Railroad.... 1,476,925 05

Dixon, Peoria and Hannibal R. R. 965,080 61

Carthage and Burlington Railroad. 823,799 30

Quincy and Warsaw Railroad..... 932,343 48

Ottawa, Oswego and Fox River Valley Railroad 1,629,872 26

Dixon and Quincy Railroad..... 79,929 47

Illinois Grand Trunk Railroad.... 1,462,256 23

Chicago and Rock River Railroad. 605,301 82

\$10,320,243 74

C. H. Force & Co... \$26,998 82

Chicago and Iowa Railroad stock.... 664,000 00

Pullman Palace Car Company stock... 137,200 00

Union stock yards & Transit Co. stock.. 237,600 00

Chicago teams..... 6,000 00

Material on hand for future use..... 798,647 25

1,870,446 07

Due from accounts and bills receivable..\$1,066,684 28

Due from P. O. depart. 29,821 07

Due from agents and connecting roads.. 18,562 35

Amount in New York, Boston & Treasury. 31,014 94

1,146,082 64

\$59,206,536 98

President.—JAMES M. WALKER.

Directors.—Erastus Corning, Albany, N. Y.; John C. Green, New York; Sidney Bartlett, John W. Brooks, John A. Burnham, John N. Denison, John M. Forbes, Nathaniel Thayer, Boston, Mass.; John N. A. Griswold, Newport, R. I.; James F. Joy, Detroit, Mich.; Chauncey S. Colton, Galesburg, Ill.; James M. Walker, Chicago, Ill.

Chairman of Board.—JOHN N. DENISON.

General Superintendent.—ROBERT HARRIS.

Treasurer and Secretary.—AMOS T. HALL.

Proposed New Railroad from South Framingham to Boston.

A meeting of gentlemen interested in the building of a new railroad from Boston to South Framingham was held in Boston on the 27th ult.

The meeting was organized by the choice of William E. Baker, Esq., of Wellesley as Chairman, and Francis L. Hill as Clerk. Plans of the routes, which have been surveyed, were shown, and after considerable discussion the following one, surveyed by Mr. Ellis, was adopted: Commencing at South Framingham and passing through North and South Natick, Wellesley, Needham Centre, Newton Upper Falls and Highlands, Brookline, West Roxbury and Dorchester to Boston; connecting at South Framingham with the Boston and Albany, the Boston, Clinton and Fitchburg Railroads and the Hoosac Tunnel Routes; at Newton Upper Falls, by the Woonsocket Division, with the Boston and Albany Railroad; at Forest Hills, with the Boston and Providence Railroad; at Harvard

street, Dorchester, with the New York and New England Railroad, thence connecting with the Old Colony Railroad.

The following gentlemen were chosen as preliminary directors: William E. Baker and Edward Atkinson of Boston; Jackson Bigelow and Joshua Parmenter of South Natick; James McIntosh of Needham, Riley Pebbles of Natick, Otis Pettee of Newton and Willard A. Humphrey of Brookline.

Mr. Baker stated that the cost of the road would be from \$400,000 to \$450,000, and he was of the opinion that the capital of the company should be \$500,000 or more, in order to put the road in running order, provided they saw fit to operate it themselves. The amount of capital was, however, left with the directors, as also was any alterations in the route. After voting full powers to the directors to fill vacancies, the meeting adjourned subject to the call of the chairman of the board.

A Six-Acre Rolling Mill.

The Phoenix Iron Company, whose great works are at Phoenixville, Pa., about an hour's railway ride up the Schuylkill, have nearly completed a new rolling mill building, which is noteworthy in several respects. It is believed to be the largest single mill building, under one roof in this country. The ground plan covers about six and a quarter acres of ground. Its longest dimensions is nine hundred and thirty eight feet, and its breadth is two hundred and ninety feet. The principal material of the building is rolled or wrought iron, the roof being slate. Considering the heavy character of the principal material, it is difficult to conceive the light and airy appearance of the immense structure. The whole of the upper part of the building rests upon about two hundred and fifty wrought iron flange columns of three-eighths thickness of iron of the well known Phoenixville pattern. These rise about thirty feet to the eaves of the roof, and are but eight and a half inches in diameter through the cylinder, and about twelve inches in diameter from the tip of one flange to the tip of the flange on the opposite side of the column. At a short distance they look very slender, considering the great expense and weight of the superstructure they have to support, but they have been proved to be capable of sustaining many times the greatest weight or force they are ever likely to have to resist. The roof rises to the height of sixty feet at the ridge, the framework being exclusively of wrought iron, firmly braced and tied with rods and links.

The building is erected simply for shelter for the engines, furnaces, rolls and other machinery found to be necessary for the enlarged business of the company, a great deal of which is iron for bridge building, to fill orders of Clark, Reeves & Co. The furnaces, engines and machinery will cost nearly a million of dollars. The cost of the six and a quarter acre building, when completed, will be about \$280,000. It is light, airy, strong and economical. It seems to combine the maximum of strength with the minimum expenditure of materials, and may be considered a fine specimen of American progress in structures for iron mill purposes.—*Philadelphia Ledger*.

A Lebanon Valley branch, eight miles long, is to be built from Hammelstown, southward to Middletown, on the Pennsylvania road, to serve as a short cut line for freight, mainly coal and lumber, now carried on through Harrisburg.

The Great Western Railway Company of Canada have issued a letter stating that the dividend for the past half year can only be at the rate of 2½ per cent per annum, and not 3½, as was officially advised from Canada.

Debt of Milwaukee.

EXTRACT FROM THE ADDRESS OF THE MAYOR.

The outstanding indebtedness of the city is as follows:

Old dredging bonds.....	\$1,000 00
Readjustment bonds and scrip.....	426,398 70
General city bonds.....	241,000 00
Water bonds.....	1,400,000 00
City scrip.....	189,588 04

\$2,264,986 74

To this must be added \$100,000 bonds issued to the Beloit Railroad Company, and \$100,000 issued to the Superior Railroad Company—making a total outstanding indebtedness of \$2,464,986 74. The accrued interest on the last bonds, declared valid by judgment of the Supreme Court of the United States, has been settled by the issuance of—

General city bonds.....	\$91,000 00
General city scrip.....	234,243 72

Total.....\$325,243 72

Of which scrip the amount of \$47,655 68 due February 1, 1874, has been paid from the tax levied for that purpose. There are still outstanding, two judgments,

One of.....	\$13,365 85
".....	3,340 32

Total.....\$16,706 17

To meet which we hold—

General city bonds.....	\$9,000 00
" scrip.....	15,756 28

—————\$24,756 28

The Beloit bonds mature June 1, 1876, and the Superior bonds Jan. 1, 1877, at which time provision should be made for their retirement.

Aside from the above there is still outstanding city bonds in aid of railroads, \$514,000, as follows: Green Bay, Milwaukee and Chicago

Railroad.....\$200,000

La Crosse and Milwaukee Railroad..... 200,000

Milwaukee and Fond du Lac Railroad.. 114,000

These bonds have all matured, and are probably paid by the respective railway companies assuming them. It is the duty of the Common Council to see those bonds and coupons presented to the commissioners of the public debt for cancellation.

An engine to be run on passenger railways by means of compressed air is now being built at the Baldwin Locomotive Works, Philadelphia, for a gentleman of Louisville. It is direct acting, and has four large tanks, which are to be filled at the end of the route with compressed air, at a pressure of 200 pounds to the square inch.

The Sunbury and Lewistown Railroad, which has been leased as a branch line by the Pennsylvania Railroad Company, is to be sold at auction on Tuesday, May 5, by order of the Supreme Court of Pennsylvania, in foreclosure of the mortgage to Edward P. Mitchell and James Pollock, Trustees.

Work on the Baltimore, Chesapeake and Delaware Bay Railroad has commenced, and laborers are grading the bed of the road between Queenstown and Harrington, Del. Contracts have been made for the iron rails, three locomotives, and passenger and freight cars.

A special meeting of the stockholders of the California and Texas Railway Construction Company is called for the 6th of May, at the office of the company, in Philadelphia, to consider a plan to be submitted by the directors for a reorganization of the company.

RAILROAD EARNINGS—MONTHLY.

Central Pacific:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1907.	38,169	51,881	59,229	81,150	85,828	121,702	174,812	181,297	200,860	212,109	128,166	75,871	1,470,683
1908.	64,463	96,087	81,390	106,855	104,720	269,690	261,832	262,770	261,832	256,502	342,743	2,300,707	6,670,882
1909.	212,604	218,982	291,308	485,048	568,270	550,080	532,557	511,854	509,788	578,642	658,896	467,659	7,995,116
1910.	413,104	394,176	488,332	683,768	768,720	720,274	783,100	807,816	787,184	838,447	777,513	683,092	10,467,072
1911.	536,499	485,490	614,447	720,929	822,341	799,176	869,297	1,000,373	995,922	981,000	897,234	672,358	13,764,729
1912.	502,223	671,886	676,763	1,080,923	1,138,273	1,272,510	1,271,629	1,264,689	1,285,567	1,299,900	1,037,392	1,037,392	13,938,959
1913.	852,560	691,015	992,719	1,132,920	1,366,378	1,319,790	1,211,765	1,258,500	1,392,125	1,428,876	1,296,812	1,072,750	16,510,541
1914.	848,558	791,000	867,096	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	343,182	315,009	388,727	378,390	345,833	402,854	551,045	493,232	506,623	488,212	397,515	340,861	4,681,563
1909.	281,109	316,087	342,897	345,030	408,658	408,659	418,709	500,681	497,519	475,608	441,197	404,264	4,849,405
1910.	353,285	342,369	384,999	388,064	461,290	460,097	533,655	554,163	507,617	473,227	455,007	377,087	5,278,910
1911.	371,705	382,902	373,217	379,879	409,264	419,199	485,352	559,882	497,261	540,750	431,515	352,004	6,160,320
1912.	847,372	396,307	420,893	409,472	430,184	476,519	480,342	596,708	600,895	561,635	410,907	344,040	6,497,541
Chicago and Northwestern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1909.	278,878	317,859	380,356	421,363	406,890	568,145	480,710	519,306	609,905	729,759	716,378	563,400	6,114,566
1910.	541,005	482,104	499,299	498,368	585,623	747,942	702,691	767,508	946,707	952,688	754,671	647,942	7,976,490
1911.	523,566	399,617	623,645	637,519	858,948	928,953	805,524	797,475	1,010,892	1,200,216	712,369	629,430	9,299,430
1912.	696,147	674,604	760,388	774,280	895,712	893,653	888,214	1,063,237	1,448,942	1,641,637	1,211,530	879,900	11,682,739
1913.	724,890	607,478	850,192	1,094,597	1,211,150	1,180,963	1,076,674	1,261,940	1,507,479	1,570,907	1,107,084	1,001,957	13,381,471
1914.	892,093	530,287	1,142,160	1,115,190	1,268,444	1,261,951	1,167,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,497
1915.	750,287	865,359	928,077	1,177,887	1,139,284	1,034,293	1,227,513	1,259,282	1,306,338	1,087,964	773,491	12,203,403	13,555,497
1916.	665,428	602,182	774,974	787,641	1,094,101	952,899	851,848	1,009,237	1,281,574	1,047,818	1,006,235	852,422	11,068,237
1917.	774,866	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,294	1,433,948	1,107,347	859,780	12,272,645
1918.	752,468	765,249	967,253	1,084,623	1,256,072	1,309,573	1,210,987	1,284,091	1,071,448	1,451,827	1,039,306	1,019,501	15,516,465
1919.	993,490	903,921	1,059,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland & Conell L.:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1909.	204,112	180,840	230,522	241,661	241,456	259,408	253,367	341,753	320,025	293,615	271,555	242,621	3,095,945
1910.	208,069	226,897	244,182	245,046	240,169	274,021	249,556	319,012	317,887	329,239	310,573	284,156	3,277,719
1911.	270,304	273,751	315,149	295,460	281,491	288,775	314,850	360,750	374,671	338,723	240,625	317,773	3,765,343
1912.	340,791	320,982	372,974	381,113	373,619	341,104	328,268	401,252	417,328	439,581	389,830	368,743	4,492,625
1913.	349,921	413,048	445,924	415,443	436,459	411,260	393,.....	466,508	468,796	423,898	327,804	322,596	4,857,448
1914.	363,053	276,099	318,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1911.	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,686,415	1,720,075	1,564,554	1,794,397	1,694,651	1,483,454	1,417,211	17,998,327
1912.	1,332,984	1,294,076	1,459,174	1,548,813	1,775,324	1,463,961	1,550,023	1,625,243	1,643,494	1,743,762	1,704,374	1,392,615	18,699,096
1913.	1,328,505	1,329,472	1,515,382	1,641,958	1,754,821	1,717,593	1,650,284	1,714,570	1,918,247	1,882,421	1,560,023	1,028,129	19,631,751
1914.	1,462,680	1,278,775	1,413,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1909.	587,443	530,105	444,443	518,800	572,551	629,249	549,714	794,325	889,967	981,530	685,401	681,041	7,817,029
1910.	659,138	624,693	709,045	668,282	640,075	778,261	606,228	841,393	979,401	914,009	814,413	696,677	8,823,431
1911.	623,383	661,759	601,220	665,087	684,539	712,647	627,216	899,052	901,235	906,225	811,708	697,751	8,078,958
1912.	624,744	679,617	605,598	620,223	713,162	718,722	707,902	836,041	890,287	753,184	755,459	658,131	8,401,142
1913.	667,436	651,627	675,893	669,871	648,951	669,363	609,846	783,255	741,782	881,693	696,475	698,063	8,026,754
1914.	662,211	597,429	660,759	655,942	635,459	742,600	618,540	769,748	844,455	797,121	636,059	705,692	8,268,325
1915.	611,491	658,668	667,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1911.	1,307,673	1,522,264	267,411	503,915	306,944	276,096	282,723	332,555	365,446	387,999	309,395	210,197	3,321,518
1912.	1,379,606	1,917,735	300,783	322,875	341,843	322,559	329,838	337,392	319,468	449,418	314,513	213,440	3,693,188
1913.	1,509,567	1,074,186	300,719	352,900	332,764	312,614	323,231	328,159	338,755	332,510	265,217	201,462	.....
Lake Shore and Michigan Southern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1911.	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,295,369	1,268,948	1,402,597	1,345,316	1,235,285	1,471,975	14,791,975
1912.	1,339,859	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,768	1,449,360	1,635,691	1,764,788	1,558,434	1,483,480	17,591,629
1913.	1,412,398	1,540,285	1,736,736	1,694,543	1,680,968	1,685,363	1,461,762	1,582,511	1,776,420	1,742,516	1,375,559	1,546,983	19,134,136
1914.	1,519,249	1,509,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1911.	130,883	128,224	140,740	118,173	119,650	115,115	118,572	127,341	106,191	175,438	172,597	160,820	1,090,714
1912.	162,577	142,408	150,784	145,558	158,717	154,587	149,550	162,621	191,841	208,977	207,911	204,199	2,029,927
1913.	109,843	161,132	178,000	193,439	195,148	176,205	172,498	207,529	184,191	151,793	150,301	2,126,876	.....
1914.	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1909.	384,120	320,636	286,627	411,514	403,646	366,623	329,950	353,569	473,540	490,772	448,419	374,542	4,744,164
1910.	387,092	329,123	384,431	412,030	405,283	363,187	329,891	378,880	487,090	511,447	453,873	387,927	4,756,958
1911.	418,755	442,068	494,960	479,703	480,547	427,096	422,015	529,890	628,660	582,802	567,434	504,102	5,940,102
1912.	411,113	384,068	449,453	485,560	487,282	598,300	402,084	460,101	536,603	641,807	497,608	464,168	5,908,117
1913.	379,856	440,261	567,514	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1909.	454,590	330,400	420,951	460,288	600,844	678,923	586,581	525,547	724,732	1,040,102	801,195	496,565	7,250,099
1910.	396,171	382,823	377,071	448,132	720,700	765,737	626,434	661,020	898,313	908,313	794,014	629,795	7,420,421
1911.	396,760	327,431	409,149	455,884	692,368	658,017	451,113	606,557	815,349	841,150	644,425	473,295	6,690,695
1912.	400,086	387,663	425,225	474,184	580,432	594,769	488,348	565,729	811,961	960,945	702,838	413,787	6,957,771
1913.	334,716	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,500	818,200	9,010,717
1914.	654,400	567,500	576,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1909.	194,112	207,302	278,247	294,273	249,249	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282	.....
1910.	202,447	230,617	294,874	289,550	283,221	263,328	200,440	343,195	363,677	341,373	321,659	238,108	3,438,930
1911.	212,005	219,504	319,765	285,418	284,782	275,851	287,540	329,270	364,128	369,887	385,103	290,552	3,630,696
1912.	254,319	238,823	303,594	305,755	269,560	304,512	265,400	315,699	339,497	384,193	337,920	3	

Veto of the Twelve-Hour Law.

Below we give the veto message of the Governor of California of the Twelve-hour Law for Conductors and Drivers on Street Railroad Cars:

STATE OF CALIFORNIA, EXECUTIVE DEPARTMENT.
SACRAMENTO, March 25th, 1874.

To the Assembly of the State of California:

I respectfully return to your honorable body Assembly bill No. 111—"an act to amend the Political Code of the State of California, and to protect the health and regulate the hours of labor of street car conductors and drivers, and to amend Section 3,244 of said code"—without approval. Section 3,244 of the Political Code reads: "Eight hours of labor constitute a day's work, unless it is otherwise expressly stipulated by the parties to a contract." The bill under consideration provides: 1. That twelve hours shall constitute a day's work for the drivers and conductors of street cars for the carriage of passengers, and "that any contract for a greater number of hours of labor in one day shall be void; and every such person laboring over twelve hours in one day shall recover from his employer one dollar for each additional hour as a penalty."

2. That any corporation, owner, agent or Superintendent who shall knowingly employ any person as conductor or driver of a passenger-car upon a street railroad for more than twelve hours in any one day shall forfeit the sum of \$50 as a penalty for such offense to the use of the person prosecuting any action therefor.

The bill as an amendment to existing laws is upon the theory that all men of lawful age, except insane persons and the drivers and conductors of cars upon street railroads, can make their own contracts for wages and hours of labor. It does not even exempt from the operations of the general law any other classes—as hostlers, ticket clerks, or mechanics—of the employees of the street railroads. It is special legislation in regard to two classes of persons, and can only be justified upon the assumption that their necessities are so extreme they are compelled to accept bargains so unconscionable that the law will interfere. I am clearly of opinion that under the operation of the inexorable law of supply and demand the wages of labor cannot be fixed by legislative enactment, and that the practical effect of this bill would be to reduce wages in the two instances specified, in the same proportion as the hours are reduced, and compel an additional reduction by the friction it creates. The laborer too often has to sell Monday's labor to buy Tuesday's bread, and every artificial obstruction in the sale of Monday's labor only tends to make the bread of Tuesday harder and scarcer.

The bill, in effect, says to the man seeking employment as driver or conductor, "Whatever may be your necessities or hopes, you shall not labor for one employer more than twelve hours per day."

All occupations are equally open to drivers and conductors with all other men. Can the law make a better contract for them than they can make for themselves? If a man prefers to work in his vocation fifteen hours for \$2.50 rather than twelve hours for \$2, is the law which prevents him a substantial kindness to him? That the necessity which lies behind such a choice, or which induces him to make either contract, is a hardship, is too true. If the law could remove that, it would indeed be blessed. But, since it cannot, does not attempt it, cannot even judge of its extent in individual cases, is it wise to prevent the individual from making his own choice in his own individual case?

No man will accept employment for more than twelve hours per day, except to escape from some greater hardship. Is it right to close this avenue of escape—to cut off his right to choose for himself between want in his family and extreme toil for himself?

The classes this bill seeks to benefit would hardly admit that there was anything in the nature of their employment to differentiate it from that of all other free labor, and assimilate it to that of

servitude, which the law must of necessity regulate in the absence of free agency.

The fact that any man in a land of plenty is compelled to work more than twelve hours a day to procure bread for his family is a sad commentary upon our civilization and society—the more sad when we know there are hundreds of applicants for so poor a boon as the opportunity to do so. The great evil is, not that a few men in one employment do this, but that there are so many who would be glad to. If the necessity for laboring for disproportionate pay, or of devoting the natural hours of rest and recreation to severe toil were peculiar to the classes named, the law might possibly modify the wrong; or, it is more reasonable to think, society itself would soon supply a complete remedy. It is because the same unadjusted conflict between the right and the wrong is active and clearly visible in many other occupations, that legislation looking only to one feature of a vast system is of questionable power. To remember the car-driver and forget the seamstress; to pity and provide for the conductor and forget the many who have equal claims to consideration; to guard one class against oppression and neglect a large number, in whose tacit demands for relief precisely the same principle is involved, is to invest the statute with a character which is partial, and is to make the law invidious. Over work and under pay are common factors in a great problem; they constitute an evil in all countries. This great central evil there is no attempt to reach. In the sharp competitions of society, in the relations between capital and labor, which are the outgrowth of our imperfect civilization, perhaps any attempt to reach it by direct legislation would be futile. It is a part of the theory of our government that its adult citizens are free agents; that they can select their employments, and judge of their abilities and necessities to better advantage for themselves than the State can for them. Deeply convinced that this bill is in contravention of that theory, and that its practical effect would be an injury to the class it seeks to benefit, I am constrained to return it without approval.

NEWTON BOOTH, Governor.

The Iron Business.

We believe the New York Times correspondent is altogether too sweeping when he includes the railroad supply business, such as the furnishing of bolts, spikes, locomotives, fishplates, bridge iron, etc., in the general depression of trade. At least, our impression is that the numerous establishments in this city, which manufacture these articles, are in a very satisfactory state. Of course the railmaking proper is depressed, but the consumption of iron by roads is so rapid, and constantly going on, that demand for new rails must spring up very soon. The life of a rail is not longer than three years, and as many corporations have been compelled very largely, to forego replacement of worn out rails during the last seven or eight months, it can be readily seen how soon the demand will spring up again. The correspondent quoted, after having had an interview with Mr. Morrell, of Johnstown, says that "sooner or later, the railroad companies must go into the iron market as heavy buyers. Several gentlemen with whom I have discussed this matter, agree with Mr. Morrell in saying that the companies have, for the last six months, only bought twenty-five per cent of the ordinary requirements for renewals and repairs; and they do not hesitate in asserting that, if the companies do not soon do something to put their lines in first-class running order, there will be some terrible disasters recorded before the Winter of 1874-'75 passes away. Now, nearly every one I meet says that any prospects for the better in the iron market depend very greatly on the welfare of the railroad iron makers. The railroad iron interest equals in value that of three or four any other branches of iron

manufacture. It is an immense consumer of pig-iron, and the price of pig iron rules the price of the ore from which it is made and the iron which is manufactured from it."—Pittsburg Chronicle.

The Lake Superior and Mississippi Railroad, which has for a considerable time been controlled by the Directors of the Northern Pacific Company, on account of its indebtedness to that company, is about to pass back to the management of its original stockholders. The formal surrender of the road and its franchises will take place on the 1st of May.

FAIRBANKS' SCALES

R. R. TRACK, HAY, COAL SCALES.



SCALES

For Rolling Mills, Furnaces, Foundries, Miners' Use.

SCALES

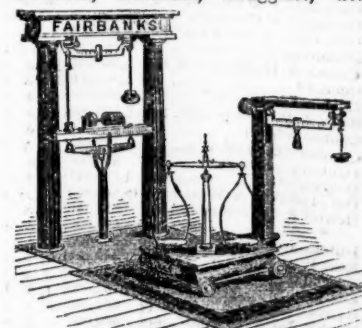
For Stores, Mills and Wharves.

SCALES

For Elevators and Grain Warehouses.

SCALES

For Farmers, Butchers, Druggists, &c., &c.



TRUCKS.

Miles' Alarm Cash Drawers, &c.

BUY ONLY THE GENUINE

FAIRBANKS' STANDARD SCALES.

MANUFACTURERS,

E. & T. Fairbanks & Co.,
ST. JOHNSBURY, VT.

Principal Scale Warehouses.

FAIRBANKS & CO., 311 Broadway, New York.
FAIRBANKS & CO., 166 Baltimore St., Baltimore, Md.
FAIRBANKS & CO., 53 Camp Street, New Orleans.
FAIRBANKS & CO., 53 Main Street, Buffalo, N. Y.
FAIRBANKS & CO., 335 Broadway, Albany, N. Y.
FAIRBANKS & CO., 403 St. Paul Street, Montreal.
FAIRBANKS & CO., 34 King William St., London, Eng.
FAIRBANKS, BR. W & CO., 2 Milk St., Boston, Mass.
FAIRBANKS & EWING, Masonic Hall, Philadelphia, Pa.
FAIRBANKS, MORSE & CO., 111 & 113 Lake St., Chicago.
FAIRBANKS, MORSE & CO., 139 Walnut St., Cincinnati, O.
FAIRBANKS, MORSE & CO., 182 Superior St., Cleveland, O.
FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburgh.
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.
FAIRBANKS & CO., 302 & 304 Washington Av., St. Louis.
FAIRBANKS & HUTCHINSON, San Francisco, Cal.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna	100	J. & J.	Jan. '74 3	Long Island	50	M. & S.	May '73 10	Vermont and Mass	100	A. & O.	Apr. '74 1
Albany Valley	50	J. & J.	July '73 4	Louisv. Cin. and Lex.	50	J. & J.	July '69 3	Warren (N. J.)	100	J. & D.	Dec. '73 3
Atlantic and West Point	100	J. & J.	July '73 4	" pref. 100	50	J. & J.	Jan. '74 4	Warwick Valley	100	A. & O.	Apr. '72 2
Atlantic and Gulf	100	J. & J.	July '73 4	Louisville & Nashville	100	F. & A.	Feb. '74 4	West Jersey	100	F. & A.	Feb. '74 4
" guar. 100	786,476	M. & N.	Nov. '73 3	Louisv. N. Alb. & Chi.	100	J. & D.	Dec. '70 3	Winchester & Potomac	100	J. & J.	Jan. '74 3
Atlantic and St. Law.	100	M. & S.	Sept. '73 2	Lowell and Lawrence	100	A. & O.	Apr. '74 3	Winchester & Strasburg	100	J. & J.	Jan. '74 3
" new 1870 100	39,494,000	M. & S.	Sept. '73 2	Lykens Valley	20	F.M.A.N.	Feb. '73 2	Worcester and Nashua	75	J. & J.	Jan. '74 3
Avon, Genesee & Mt. M.	100	A. & O.	Oct. '72 1	Macon and Western	100	J. & J.	July '73 5				
Baltimore and Ohio	100	M. & N.	May '74 5	Maine Central	100	M. & N.	May '74 5				
Washington Br.	100	A. & O.	Apr. '74 5	Manchester and Law.	100	M. & N.	May '74 5				
Parkersburg Br. pref.	50	J. & J.	Apr. '74 1	Marquette & Cincinnati	50	M. & S.	Sept. '66 3				
Berkshire	100	J. & D.	Dec. '72 1	" 1st pref. 50	50	M. & S.	Sept. '66 3				
Blossburg & Corning	50	J. & D.	Dec. '72 1	" 2d pref. 50	50	M. & S.	Sept. '66 3				
Boston and Albany	100	M. & N.	May '74 5	Massachusetts	100	F. & A.	Feb. '74 3				
Bos. Cin. & Fitchburg	100	J. & D.	Dec. '73 3	Memphis & Charleston	25	J. & D.	Jan. '78 4				
Agricultural Br. guar.	100	M. & N.	Dec. '73 3	Michigan Central	100	J. & J.	Jan. '78 4				
Bost. Conc. & Mont. pref.	100	M. & N.	Jan. '74 4	Mill Creek & Minehill	50	J. & J.	Jan. '74 5				
Boston and Lowell	500	M. & N.	Jan. '74 4	Milwaukee and St. Paul	100	F. & A.	Dec. '70 7				
Boston and Maine	100	M. & N.	Jan. '74 4	" pref. 100	100	F. & A.	Dec. '70 7				
Boston and Providence	100	M. & N.	Jan. '74 4	M. Hill & Schuyl. Hav.	50	J. & J.	Jan. '74 4				
Buffalo, N. Y. and Erie	100	F. & A.	Feb. '74 3	Morris and Essex	50	J. & J.	Jan. '74 4				
Burlington and Mo. Erie	100	M. & S.	Mar. '74 6	Nashua and Lowell	100	M. & N.	May '74 5				
" pref. 100	1,485,996	M. & S.	Mar. '74 6	Naugatuck	100	F. & A.	Feb. '74 3				
Camden and Amboy	100	J. A. J. O.	Apr. '74 2	Nesquehoning Valley	50	M. & S.	Mar. '74 5				
Camden and Atlantic	50	J. & J.	Nov. '73 3	Newark and N. York	100	J. & J.	Jan. '74 3				
" pref. 50	379,020	J. & J.	Nov. '73 3	N. Bedford	100	M. & N.	May '74 4				
Cape Cod	50	J. & J.	Jan. '72 2	N. Castle & Beaver Val.	50	M. & N.	May '74 4				
Cape May and Millville	50	J. & D.	Dec. '73 3	N. Haven & Northamp.	100	J. A. J. O.	Sept. '72 3				
Catawissa & Fogelsv.	50	J. & J.	Nov. '71 6	New Jersey	100	J. A. J. O.	Apr. '74 2				
Catawissa	50	M. & N.	Nov. '71 6	New London Northern	100	J. & J.	Jan. '74 4				
" pref. 50	2,200,000	M. & N.	Nov. '71 6	N. Y. Cen. & Hudson R.	100	A. & O.	Apr. '74 4				
Cayuga and Susquehanna	50	J. & J.	Jan. '74 4	New York and Harlem	100	J. & J.	Jan. '74 4				
Cedar Rapids & Mo. R.	100	F. & A.	Feb. '74 3	" pref. 100	100	J. & J.	Jan. '74 4				
" pref. 100	769,600	F. & A.	Feb. '74 3	N. Y. N. H. & Harl.	100	J. & J.	Jan. '74 4				
Central of Georgia	100	J. & J.	July '73 5	N. Y. Provid. & Boston	100	J. A. J. O.	Apr. '74 2				
Central of New Jersey	100	J. A. J. O.	Apr. '74 2	Nie. Bridge & Orono	100	J. & J.	Jan. '74 3				
Central Ohio	50	J. & J.	Jan. '74 3	North Carolina	100	J. & J.	Jan. '74 3				
" pref. 50	400,000	J. & J.	Jan. '74 3	N. Eastern (N. C.)	100	Irregular.	Jan. '73 5				
Central Pacific	100	J. & J.	Sept. '73 3	North Pennsylvania	100	M. & N.	May '74 4				
Chenango	100	J. A. J. O.	Oct. '72 1	Northern Central	100	Jan. '74 5	Jan. '74 5				
Chesapeake and Potomac	100	J. & J.	Jan. '74 3	N. R. Harl. N. Harl.	100	M. & N.	Nov. '72 3				
Chesapeake and Albion	100	M. & S.	Mar. '74 5	Northern New Jersey	100	J. & D.	Dec. '73 4				
" pref. 100	2,425,400	M. & S.	Mar. '74 5	Norwich & Worcester	100	J. & J.	Jan. '74 5				
Chicago and Burlington	100	M. & S.	Mar. '74 5	Ogdensburg & L. Champl.	100	A. & O.	Apr. '74 4				
Chicago, Iowa & Nebraska	100	J. & J.	Jan. '74 4	" pref. 100	100	J. & J.	Jan. '74 4				
Chicago & N. Western	100	J. & D.	Dec. '72 1	Ohio and Mississippi	100	J. A. J. O.	Dec. '72 3				
" pref. 100	11,236,150	J. & J.	July '73 3	Oil Cr. & Allegheny R.	100	J. & J.	Jan. '74 3				
Chicago, R. I. & Pacific	100	A. & O.	Apr. '74 4	Old Colony & New Port.	100	J. A. J. O.	Jan. '74 3				
Cin. Ham. & Dayton	100	A. & O.	Apr. '74 4	Old Colony & Syracuse	100	F. & A.	Feb. '74 1				
Cin. Sand. and Clev.	50	J. & J.	Apr. '72 10	Pacific of Missouri	100	J. A. J. O.	Apr. '74 3				
" pref. 50	429,046	M. & N.	May '74 2	Panama	100	J. A. J. O.	Apr. '74 3				
Clev. Col. Cin. & Ind.	100	F. & A.	Aug. '72 3	Paterson and Hudson	100	J. & J.	Jan. '74 4				
Cleveland & Mahoning	50	M. & N.	Nov. '73 3	Paterson and Newark	100	J. & J.	Jan. '74 4				
Cleveland & Pittsburgh	50	F.M.A.N.	Feb. '74 1	Paterson and Ramapo	100	J. & J.	Jan. '74 4				
Clev. Chic. & Ind. Cen.	100	M. & S.	Mar. '74 5	Pemb. & Hightstown	50	J. & J.	Jan. '74 4				
Columbus and Xenia	100	M. J. S. D.	Mar. '74 2	Pennsylvania	100	M. & N.	Dec. '73 5				
Colum. & Hocking Val.	100	F. & A.	Feb. '74 3	Peoria & Bureau Val.	100	J. & J.	Feb. '74 4				
Concord	50	M. & N.	May '74 5	Philadelphia and Erie	50	F. & A.	Feb. '74 4				
Concord and Ports.	100	J. & J.	Jan. '74 3	" pref. 50	50	J. & J.	Jan. '74 4				
Conn. & Pocomt. Riv.	100	F. & A.	Feb. '74 3	Phil. Ger. & Norristown	50	M. J. S. D.	Dec. '73 3				
Connecticut River	100	J. & J.	Jan. '74 4	Philadelphia & Reading	50	J. A. J. O.	Apr. '74 2				
Cumberland Valley	50	J. & J.	Jan. '74 4	" pref. 50	50	J. A. J. O.	Apr. '74 2				
Danbury and Newala	50	M. & N.	Nov. '73 5	Phila. and Trenton	50	J. A. J. O.	Apr. '74 2				
Delaware	100	J. & J.	Jan. '74 3	Phila. Wil. & Balt.	100	J. A. J. O.	Apr. '74 2				
Del. Lackaw. & Westn.	50	J. & J.	Jan. '74 3	Pitts. Ft. W. & Chi.	100	J. & J.	Jan. '74 4				
Detroit & Milwaukee	50	J. A. J. O.	Apr. '74 2	" Special Imp.	100	J. A. J. O.	Apr. '74 2				
" pref. 50	822,140	J. & J.	Dec. '69 7	Pitts. Ft. W. & Chi.	100	J. A. J. O.	Apr. '74 2				
Dubuque & Sioux City	100	A. & O.	Apr. '74 3	Portland and Kennebec	100	J. & J.	Jan. '74 3				
East Pennsylvania	50	J. & J.	Jan. '74 3	Yarmouth certificates	100	J. & J.	Jan. '74 3				
East Mahoning	50	J. & J.	Jan. '74 3	Portl. Saco & Portsm.	100	A. & O.	Apr. '72 3				
Eastern (Mass.)	100	J. & J.	July '72 3	Providence & Worcester	100	J. & J.	Jan. '74 5				
Eastern (N. H.)	100	J. & J.	July '72 3	Raleigh and Gaston	100	J. & J.	Jan. '74 5				
Elmira, Jef. & Canand.	100	F. & A.	Feb. '74 3	Rensselaer & Saratoga	100	J. & J.	July '71 6				
Elmira & Williamsport	100	M. & N.	Nov. '73 3	Roch. & Genesee Val.	110	J. & J.	Jan. '74 4				
" pref. 50	500,000	M. & N.	Nov. '73 3	Rome, Watert. and Ogd.	100	J. & J.	Jan. '74 3				
Erie Railway	100	J. & J.	Oct. '73 1	Rutland	100	J. & J.	Jan. '74 3				
" pref. 100	78,000,000	J. & J.	Oct. '73 1	" preferred	100	F. & A.	Feb. '74 3				
Erie and Pittsburgh	100	M. J. S. D.	Mar. '74 1	St. Croix and Penobscot	100	F. & A.	Feb. '74 3				
Fitchburg	100	J. & J.	Jan. '74 4	St. L. Alt. & T. Maute	100	J. & J.	July '71 2				
Georgia	100	J. & J.	Apr. '74 4	St. Louis and Iron Mt.	100	May	May '68 7				
Grand River Val. guar.	100	J. & J.	Apr. '74 4	St. L., Kan. C. & North.	100	F. & A.	Feb. '74 3				
Grand Trunk (Can.)	100	J. & J.	Apr. '74 4	" pref. 100	100	J. & J.	Feb. '74 3				
Great Western (Can.)	100	A. & O.	Apr. '74 1	Saratoga and Schenec.	100	A. & O.	Nov. '72 3				
Hannibal & St. Joseph	100	F. & A.	Aug. '70 3	Schenck Valley	50	A. & O.	Apr. '74 3				
" pref. 100	5,078,224	Annual	Aug. '70 7	Seaboard and Roanoke	100	M. & N.	Nov. '70 3				
Hanover Branch (Can.)	50	M. & N.	Nov. '73 5	Shamokin V. & Pottav.	50	F. & A.	Feb. '74 3				
Harlem Extension	100	J. & J.	Jan. '74 3	Shore Line	100	J. & J.	Jan. '74 3				
Harrisburg & Lancaster	50	J. & J.	Jan. '74 3	South Branch (N. J.)	100	J. & J.	Jan. '72 3				
Houstonian, pref.	100	J. & J.	Jan. '74 4	South Carolina	100	F. & A.	Feb. '72 1				
Huntingdon & Bd Top.	50	J. & J.	July '68 3	South Western (Ga.)	100	F. & A.	Feb. '73 4				
" pref. 50	450,750	J. & J.	July '68 3	Staten Island	100	J. & J.	July '67 4				
Illinois Central	100	F. & A.	Feb. '74 4	Stockbridge and Pitts.	100	J. & J.	Jan. '74 3				
Indianapolis, Cin. & Laf.	50	M. & S.	Sept. '67 4	Stony Brook	100	M. & N.	May '72 3				
Iowa Falls & Sioux City	100	J. & J.	Jan. '74 3	Summit Branch	50	F. & A.	Feb. '74 3				
Jefferson, Mad. & Ind.	100	J. & J.	Jan. '66 5	Sussex (N. J.)	100	J. & J.	Jan. '72 2				
Joliet and Chicago	100	J. A. J. O.	Apr. '74 1	Syr. Bingham. & N. Y.	100	J. & J.	Jan. '72 2				
Joliet & North Indiana	100	J. & J.	Jan. '74 4	Taunton Branch	100	J. & J.	Jan. '74 5				
Lake Shore & Mich. So.	100	F. & A.	Aug. '73 4	Terre Haute & Indiana	100	J. & J.	Jan. '74 5				
" (guar.) 100	533,500	F. & A.	Aug. '73 5	Tol. Peo. & War. 1st pref.	100	J. & J.	Jan. '70 1				
Lawrence	100	J. & J.	Jan. '72 3	Tol. Wat. & West. pref.	100	M. & N.	Nov. '73 3				
Leeds and Farmington	100	M. & N.	May '67 5	Troy and Greenbush	100	J. & J.	Jan. '71 3				
Lehigh & Susquehanna	100	J. A. J. O.	Apr. '74 2	Union and Black River	100	J. & J.	Jan. '73 3				
Lehigh Valley	50	J. A. J. O.	Apr. '74 2	Vermont and Mass	100	J. & D.	Dec. '73 3				
Little Miami	50	J. A. J. O.	Apr. '74 2								
Little Schuylkill	50	J. & J.	Jan. '74 3								

National Freight Transportation.

PROPOSED FREIGHT ROAD FROM THE ATLANTIC TO THE MISSOURI RIVER—TEN MILLION DOLLARS ASKED FROM CONGRESS TO EXECUTE THE PROJECT.

The committee on railways and canals, to whom was referred House bill No. 1194, to charter a double track freight railroad company from tidewater on the Atlantic to Council Bluffs on the Missouri river, made a report to the House of Representatives on Wednesday. After considering at length the material facts in the case regarding cost, etc., the committee submit the following conclusions:

1. The line proposed, with its authorized branches and connections, will reach and affect large masses of population now separated by distance and excessive charges, each of which masses of population is the necessary supplement of the other. By a line to be constructed of eighty seven miles the main trunk of the Continental road will be connected with the lines of road which seek their western passage through the Hoosac tunnel, as well as the line proposed to cross the Hudson river at Peekskill.

2. The road proposed is not an attempt to force a line of railway through a new and undeveloped country. It passes directly through the richest and most productive zone of Ohio, Indiana, Illinois, and Ohio river and the lakes as to cause the local productions of that zone to seek transportation by the railway at its fixed price, rather than by lake or river.

3. The line accommodates itself to the existing currents of commerce, currents which owe their existence to permanent causes, and which, in the judgment of your committee, are not likely to be materially affected by any probable event.

4. It is reasonably certain that no private corporation can be formed in this country which will undertake and perform the same work and operate the road at the low rates fixed by the bill, simply as a private enterprise and upon their own risk, without endorsement from the United States.

5. Not the least among the meritorious propositions involved in this enterprise is the remodeling the present cumbersome, clumsy, antiquated and useless expensive manner of handling grain and other products in New York city, a manner so full of delay and cost as to have driven already a large portion of the grain trade to Boston, Philadelphia, and Baltimore, where proper mechanical facilities for receiving, discharging, and loading enable those cities successfully to compete with the great commercial emporium in this cheap business.

The following is a condensation of the important sections of the bill reported by the committee.

The first section of the bill fixes the termini of the road and imposes a condition that no grade eastward shall exceed forty feet to the mile, and requires the construction to be begun within one year from the passage of this act, and its completion within three years thereafter.

The sixth section provides for surveys and that the road shall be constructed as nearly as possible on an air line.

Section 8 requires a double track branch to Chicago and St. Louis, and gives authority to construct other branches not exceeding two on each side of the main line in each State.

Section 9 permits the purchase of other railways, but requires the consent of the State chartering said road before such purchase or consolidation shall go into effect.

Sections 10, 11, 12, and 13 contain provisions for consideration of the right of way.

Section 14 contains details for the organization of the company.

Section 15 declares the road a public highway and post road, and gives the right to construct telegraph lines, rates to be fixed by Congress.

Section 16 compels the reception and transportation of freight in the order of delivery at reasonable rates.

Section 17 compels the acceptance and transportation of cars from any company or individual, forbids undue preference, and requires service to be performed in the order of delivery upon fair and reasonable rates, to be fixed by a commission.

Section 18 defines "bulk freight" to include all articles of freight not in packages placed in the cars by the shipper without handling by the railroad company and by the car load, and specifically enumerates coal, grain of all kinds, provisions not in packages, lumber, ores of metals, and live stock for market, and fixes a maximum rate not exceeding five mills per ton per mile for distances over 750 miles—with a sliding scale gradually increasing the rates with the shortness of the haul—and adding one mill per ton per mile for the winter months, and that the maximum rates for all other freights shall be fixed by a commission. [The proposition of the company is six mills per ton in summer and seven mills in winter.]

Section 19 provides for the appointment of a commission of five—three to be appointed by the president and two by the company—to classify freight and fix the charges thereon as to articles not above enumerated. In all cases a majority of the government commissioners is required, and the commissioners shall be paid a fixed price for their services by the company. The same section provides severe penalties for breach of duty by the commissioners.

Section 21 requires that prior to any aid being given by the United States the company shall satisfy the proper officer that they own or lawfully control, by lease for not less than 99 years, sufficient lands on the Hudson for the terminal facilities of the road and for proper dockage, piers, warehouses, and elevators.

Sections 22 and 23 provide for the mode of giving a guarantee of interest on the bonds of the company, and declare a first mortgage on the entire real estate of the company in favor of the United States.

Section 24 provides for reserving out of the earnings of the company and paying over to the United States annually a sinking fund of \$1,000,000.

Section 25 gives the right to borrow money and give mortgages or trust deeds therefor, subject, however, in all cases to the prior mortgage existing in favor of the United States.

Section 27 provides for inspection of all books, papers, &c., and for quarterly and annual reports to Congress.

Section 28 provides for exchange of freight or cars to and from connecting or intersecting railroads, rates if disputed to be fixed by arbitration.

Section 29 preserves the power in Congress to control, alter, modify or repeal the charter.

The bill is submitted with this report to the House of Representatives for information, not for present action.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending April 18, at 449,134 tons, and for the coal year 4,345,779 tons, against 4,622,629 tons to corresponding time last year, being a decrease of 276,850 tons. The bituminous tonnage for the week is 68,914 tons, and for the year 709,595 tons, giving a total of all kinds for the week of 518,048 tons, and for the year of 5,055,374 tons, against 5,327,481 tons to same time last year, being a decrease of 272,107 tons.

Mr. Rufus Hatch, managing director of the Pacific Mail Steamship Company, has been elected managing director of the Panama Railroad Company, thus placing the management of the two corporations under one and the same control.

About 1,400 hands are at work on the Valley (Va.) Railroad between Staunton and Salem, and more are being added daily. The Lexington (Va.) Gazette says that at the meeting of directors in Baltimore on the 9th instant a proposition from the Baltimore and Ohio Railroad was considered, to lease and run the road from Harrisonburg to Staunton upon the basis of a division of earnings. This proposition was declined, and a committee appointed to report at an adjourned meeting on the 3d of June next upon the expediency of leasing the road or the most advantageous mode of running it.

At the last session of the New Jersey Legislature an act was passed authorizing the proper municipal authorities of any city within the State to make contracts with any railroad company whose roads enter said cities, to alter, re-locate, change or elevate their tracks for the purpose of securing greater safety to persons and property, and promote the interests of said cities.

RIEHL BROS.

650 North Ninth St., Philadelphia,
New York Store, 93 Liberty Street,
Pittsburg Store, 56 Wood Street.
LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track Scale acknowledged the BEST.
MAKERS of the NEW TESTING MACHINE.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & Co.,
57 Broadway, New York

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMPANY,
59 Liberty St., New York.

Duncan, Sherman & Co.,**BANKERS,**

**No. 11 Nassau Street,
NEW YORK.**

Issue CIRCULAR NOTES and LETTERS OF CREDIT for TRAVELERS IN EUROPE, and available in all the principal cities; also for use in the United States, West Indies, &c. Also TELEGRAPHIC TRANSFERS to LONDON, PARIS and CALIFORNIA.

Accounts of Country BANKS and BANKERS received on favorable terms.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort. (gold) end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattahoochee:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	88 1/2
Albany and Saratoga:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	103 1/2	1st Mortgage.....	8,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	97	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or sig. skg. fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,053,350	7	April & Oct.	Boston.	1893	99
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	98 1/2
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1873	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1890	62 1/2	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97 1/2
Special Mortgage to Penn.....	3,500,000	5	" "	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98 1/2
Androscooggin:							Stock (common) Bonds.....	1,377,340	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	1st Mortgage convertible.....	5,567,971	8	Jan. & July.	Boston.	1894	100
Arkansas Central (narrow gauge):							Burlington and Southwestern:						
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	50
Atchison and Nebraska:							Cairo and Fulton (Arkansas):						
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43 1/2	1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Atchison, Topeka and Santa Fe:							Cairo and St. Louis (3 ft. gauge):						
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Land Grant Mortgage (gold)....	7,500pm	7*	April & Oct.	" "	1902	....	Cairo and Vincennes:						
Atlanta and Richmond Air Line:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	59	California Pacific:						
Atlantic and Great Western:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	Camden and Atlantic:						
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.	1879	96
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	Camden and Burlington County:						
Atlantic and Gulf:							Consolidated 1st Mortgage.....	368,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Consolidated (255 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Canada, Michigan and Chicago:						
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....	1st Mort. (skg. fd) for \$2,750,000.	....	7	" "	New York.	....	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....	Canada Southern:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	1st Mort (skg. fd) for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	55
Atlantic and Lake Erie:							Carthage & Burlington (C.B. & Q.):						
1st Mort. (gold) for \$5,000,000....	....	7*	Jan. & July.	New York.	1901	....	1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
Atlantic, Miss. and Ohio (428 m.):							Catawissa:						
1st Mortgage for \$15,000,000....	....	7	Jan. & July.	New York.	1901	....	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
Atlantic and North Carolina:							1st Mortgage (new).....	1,300,000	7	" "	" "	1900	101 1/2
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	Chattel Mortgage.....	155,350	5	" "	" "	'80-'89	61
Atlantic and Pacific:							Cazenovia and Canastota:						
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mort. (So. Pac. R.R. gold b'de	7,250,000	6*	" "	" "	1888	....	Cedar Falls and Minnesota:						
Atlantic and St. Lawrence:							1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
1st Mortgage (sterling) of 1853....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (W. to Minn. Line)....	1,377,000	7	Jan. & July.	" "	1907	77 1/2
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	" "	1884	....	Cedar Rapids & Mo. Riv. (C&N W):						
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	" "	1891	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
Bald Eagle Valley:							1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	87 1/2
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	83 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	Central Branch Union Pacific:						
Baltimore and Ohio:							1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....
Loan of 1855-'75.....	857,250	6	Jan. & July.	Baltimore.	1875	100 1/2	2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	" "	1895	....
Loan of 1856-'80.....	579,500	6	" "	" "	1880	98 1/2	Central of Georgia:						
Loan of 1853-'55.....	1,710,500	6	April & Oct.	" "	1885	97 1/2	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1855-'80 (Balt.) skg. fd.	3,461,146	6	Jan. & July.	" "	1890	....	Central of Iowa:						
Loan of 1870-'95 (skg. fd.)	3,620,320	6	March & Sept.	London.	1895	....	1st Mortgage, gold, \$16,000 p. m.	3,245,000	7*	Jan. & July.	New York.	1899	40
Loan of 1872-1902 (skg. S. F.)	9,493,016	6	" "	" "	1902	....	2d Mortgage, gold, \$4,000 p. m..	812,000	7*	April & Oct.	" "	1901	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92	Central of New Jersey:						
Baltimore and Potomac:							2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	120
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Convertible bonds of 1872.....	3,612,700	7	" "	" "	1902	103 1/2
1st Mortgage (R. R.) gold guar....	3,500,000	6*	April & Oct.	" "	1911	....	New Mortgage for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	106
Bangor and Piscataquis:							Loan of Loh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mortgage (Bangor loan).....	60,000	6	April & Oct.	Bangor.	1899	....	Central Ohio (B. & O.):						
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	89
Bay City and East Saginaw:							Central Pacific of California:						
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'05-'90	94 1/2
Bedford and Bridgeport:							Convertible 20 years bonds, gold	1,482,000	7*	" "	" "	1883	100
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	104
Belfast and Moosehead Lake:							1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
Belleville and Southern Illinois:							1st Mort. (S. Fr. Okld. & Ala.)....	600,000	8*	" "	San Francisco	1890	....
1st Mort. guar. by St. L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1906	97	1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Beloit and Madison (C. & N.W.):							Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Christie and Savannah:						
Belvidere Delaware:							1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	95	Funded Interest on 1st Mort.....	157,400	7	" "	" "	1889	....
2d Mortgage (A. Co. and)	495,500	6	March & Sept.	Princeton.	1885	83	Charlotte, Columbia & Augusta:						
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	82 1/2	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
Blue Ridge, (S. Car.):							Chartiers:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Boston and Albany:							Cheraw and Darlington:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105 1/2	1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & L. A. F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	77	70
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	714
1st Mortgage, pref. sinking fund.	286,000	7	May & Nov.	New York.	1877	100	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	764
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	1064	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	877	604
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	244	Cincinnati and Springfield:						
1st Mort. (St. L. J. & C.) assumed	564,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" "	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	109	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m. ....	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	44	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	102
Loan of 1872.....	6,933,225	7	Jan. & July.	Boston.	1896	964	1st Mort. (C. C. and C. R. R.)..	272,000	7	June & Dec.	" "	73	74
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	9*	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	981	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1879	95	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	981	1st Mort. (Branch) 1863.....	71,000	7	Jan & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.....	800,000	8	Jan. & July.	" "	1890	993	Clev., Mt. Vernon and Delaware:						
1st Mort. (C. O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	960,000	8	April & Oct.	" "	1890	99	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	1024
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	121
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	89
1st Mort. guar. C. B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1886	80	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	110
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	83
1st Mortgage for \$19,000 p. m. ....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund.....	3,679,000	7	Feb. & Aug.	" "	1909	68
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	924	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hoeking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	1024	Columbus and Xenia:						
Funded coupons (193 m.).....	760,000	7	May & Nov.	" "	1883	994	1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)..	3,588,000	7	Feb. & Aug.	" "	1883	1011	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	994
Green Bay Ext. (26m & 76,000 ac.)	284,000	7	" "	" "	1885	89	Notes payable, conv. at par.....	594,000	7	" "	" "	1876	100
Equipment (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	1024	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	1004	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (").....	129,503	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	89	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$48,000,000	4,534,000	7*	June & Dec.	" "	1902	86	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....	1st Mort. A.B.C.D. & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.234.	87
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	589,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. (") guar.....	9,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....	160,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	944	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	206,000	7	" "	" "	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-Lr.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg f'd gold \$25,000 p.m.)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000 p.m.	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000 p.m.	.....	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.)							1st Mortgage of July 1, 1870.....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold..	.....	7*	" "	Boston.	1901	....	Danv., Hazleton & Wilkesbarre:						
Chi., Pekin & Southw'n (C.B. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	68
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1879	....	Dayton and Michigan (C. H. & D.):						
1st Mort. skg fund (C. R. I. & Pac.)	8,600,000	7	" "	" "	1896	105	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chi. & Southw'n (C. R. I. & Pac.):							2d Mortgage, guar.....	44,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	81	94
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg f'd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage, Mad. & Portage g'd	600,000	7*	April & Oct.	New York.	1900	....	Income Bonds.....	262,445	6	" "	" "	1879	....
1st M. (Chi. & Sup.) g'd \$5,000,000													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	1,170,000	8	Jan. & July.	New York.	1891	70 1/2	1st Mortgage.	477,683	7	May & Nov.	Boston.	1891	90
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	300,000	8	June & Dec.	New York.	1890	70 1/2	1st Mortgage gold.	250,000	6	April & Oct.	Baltimore.	1900	...
2d Mortgage.	300,000	8	Jan. & July.	"	1891	70 1/2	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.	1,785,000	7	Feb. & Aug.	New York.	1882	102 1/2
1st Mortgage (consolidation).	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.	918,000	7	May & Nov.	"	1875	100 1/2
Detroit and Milwaukee:							Elgin and State Line Purchase.	135,000	6	Jan. & July.	"	1878	...
1st Mortgage (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge.	200,000	7	"	"	1881	...
2d Mortgage (")	1,000,000	8	"	"	1875	...	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	...	Company bonds (debentures).	681,000	7	Jan. & July.	Augusta.	72-86	...
2d Funded Coup. (")	375,734	7	"	"	1875	...	Gilman, Clinton & Springfield:						
1st Mortgage (")	160,867	6	May & Nov.	London.	1873	...	1st Mortgage gold.	2,000,000	7	March & Sept.	N.Y. & Lond.	1900	...
Detr. & Pontiac R. R. bonds.	250,000	7	"	New York.	1878	...	2d Mortgage gold.	1,000,000	8	Jan. & July.	"	1892	...
Detr. & Pontiac R. R. bonds.	250,000	8	Feb. & Aug.	"	1886	...	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S. & M.S.):							1st Mortgage.	226,500	7	Jan. & July.	New York.	1888	...
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	100	G. and Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7	Jan. & July.	New York.	1899	...
1st Mortgage tax free.	894,000	7	Jan. & July.	New York.	1883	94	1st Mort. not guar. gold, tax free	4,000,000	7	April & Oct.	"	1899	...
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	1st Mort., assumed by Lessees.	1,500,000	8	Jan. & July.	New York.	1876	...
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	"	1879	90 1/2
Dunkirk, Warren and Pittsburg:							Grand Trunk (Can.):						
1st Mortgage gold tax free.	1,190,000	7	June & Dec.	New York.	1900	...	Equipment Bonds \$500,000.	2,500,000	6	April & Oct.	London.	...	...
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,310,000	6	"	"	...	...
1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York.	1908	...	Postal & Military b'ds \$1,200,000	6,000,000	6	Feb. & Aug.	"	...	...
East Alabama and Cincinnati:							1st Preference Bonds \$2,828,335.	14,191,615	5	Jan. & July.	"	...	...
1st Mort. end \$16,000 p.m. by Ala.	...	8	Jan. & July.	...	1890	...	2d Preference Bonds \$1,685,765.	8,424,225	4	"	"	...	...
East Brandywine & Waynesburg:							Provincial Debentures \$3,111,500	15,557,600	...	...	Ottawa.	...	...
1st Mortgage.	140,000	7	Jan. & July.	Philadelphia.	1885	...	Great Western of Canada:						
2d Mortgage.	35,000	8	"	"	1873	...	Perpetual Debentures Stock.	227,273	5	Jan. & July.	London.	perp.	...
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.	1,384,117	4	"	"	72-76	...
1st Mortgage, guaranteed.	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (") Bonds.	2,993,975	6	May & Nov.	"	73-76	...
East Tenn. & Georgia (E.T. & G.):							Common (") Bonds.	2,052,097	5	April & Oct.	"	77-78	...
1st Mortgage.	870,000	6	Jan. & July.	New York.	76-80	...	Common (") Bonds.	4,867	5	"	"	1881	...
East Tenn. & Vir. (E.T. & Va.):							Common (") Bonds.	3,650,000	6	June & Dec.	"	1890	...
1st Mortgage, endorsed.	175,000	6	Jan. & July.	New York.	1886	...	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	New York.	81-86	60
1st Mort., 4 1/2% fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90	1st Mortgage not guaranteed.	376,766	7	"	"	81-86	...
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1892	383,000	6	Jan. & July.	London.	1872	...	1st Mortgage.	130,000	7	May & Nov.	New York.	1889	...
Loan of 1864-74	750,000	6	Feb. & Aug.	Boston.	1874	99	Hackensack & New York Ext.:						
1st Mort. (Kew-F.R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
Loan of 1865-85.	160,000	6	April & Oct.	"	1885	...	Hawthorn and Naples (T.W. & W.):						
Loan of 1865-85.	500,000	6	March & Sept.	"	1885	91	1st Mortgage.	675,000	7	May & Nov.	New York.	1898	80
Loan of 1869-89.	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.	125,000	7	Jan. & July.	"	1890	...
Loan of 1872-82.	1,500,000	7	March & Sept.	"	1882	92	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage g'd, tax free.	1,000,000	7	May & Nov.	New York.	1890	87 1/2
1st Mortgage.	400,000	6	Jan. & July.	Baltimore.	1880	...	2d Mortgage.	250,000	7	Feb. & Aug.	"	1890	...
2d Mortgage.	180,000	6	April & Oct.	"	1886	...	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	71-77	91
1st Mortgage convertible.	3,000,000	8	March & Sept.	New York.	1890	...	Missouri State Loan.	1,500,000	6	"	"	87-88	...
Elmira and Williamsport (N. Cen.):							Six years Mortgage bonds (22m)	5,000	10	"	"	1872	...
1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	99 1/2	Five years' notes (277 m.)	139,309	8	Various.	"	1874	...
Income Mortgage-guaranteed.	570,000	6	April & Oct.	"	1872	69	Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	"	1885	81
Erie Railway:							1st Mort. (C. & P.M.R.R. 15 m.)	160,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.	2,485,000	7	May & Nov.	New York.	1897	106 1/2	1st Mort. (C. & P.M.R.R. 15 m.)	1,200,000	10	Jan. & July.	"	1886	99 1/2
2d Mortgage convertible.	2,174,000	7	March & Sept.	"	1879	100	General Land Mortgage (277 m.)	1,134,109	7	April & Oct.	"	1888	...
3d Mortgage.	4,582,000	7	"	"	1883	98	General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	"	1888	...
4th Mortgage convertible.	2,937,000	7	April & Oct.	"	1880	94	Harlem Extension:						
5th Mortgage convertible.	709,500	7	June & Dec.	"	1888	97	1st Mortgage.	4,000,000	7	Jan. & July.	New York.	1890	...
Buffalo Branch, 1st mortgage.	182,600	7	Jan. & July.	"	1891	...	Harrisburg & Lancaster:						
Sterling Loan (\$1,000,000) not v.	4,437,470	6	March & Sept.	London.	1875	...	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Consol. Mort. for \$30,000,000, g'd	12,076,000	7	"	N.Y. & London.	1920	...	Hartford and New Haven:						
Convertible bonds.	8,000,000	7	"	"	...	...	1st Mortgage.	580,000	6	Jan. & July.	Hartford.	1873	...
Erie and Louisville:							Hartford, Providence and Fitchburg:						
Mortgage of 1871.	1,000,000	7	April & Oct.	New York.	1901	...	1st Mort. (R. I. 26.32 m.) s.k.g. fund	481,000	7	Jan. & July.	Providence.	1876	...
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 98.04 m.) s.k.g. f.d.	1,574,500	7	"	Hartford.	1876	...
1st Mortgage.	372,800	7	Jan. & July.	New York.	1882	...	Holly, Wayne & Monroe (F. & P.M.):						
2d Mortgage.	115,200	7	March & Sept.	"	1890	...	1st Mortgage guar., tax free.	1,000,000	8	Jan. & July.	New York.	1901	...
Consolidated Mortgage, tax free.	2,059,000	7	Jan. & July.	"	1891	...	Holyoke and Westfield:						
Equipment Mortgage.	600,000	7	April & Oct.	"	1890	...	1st Mortgage.	200,000	7	April & Oct.	Boston.	1891	...
European & N. American (Mex.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	1st Mortgage sinking fund.	191,000	7	Jan. & July.	Brpt. & Bost.	1877	...
1st L.M. & 1st on 59, & 2d on 55m	2,000,000	6	March & Sept.	"	1899	87	2d Mortgage.	100,000	7	Feb. & Aug.	"	1885	...
Evansville and Crawfordville:							3d Mortgage of 1869.	100,000	6	April & Oct.	"	1889	...
1st Mortgage (main line) s.k.g. fund	1,004,000	7	Jan. & July.	New York.	1889	...	Houston and Texas Central:						
1st Mortgage.	150,000	7	March & Sept.	"	1889	...	1st Mortgage L.G. s.k.g. fund, gold.	6,520,000	7	Jan. & July.	New York.	1891	...
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	...	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.	200,000	7	Feb. & Aug.	New York.	1870	...
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1897	...	2d Mortgage, sinking fund.	1,894,000	7	June & Dec.	"	1885	106
Evansville, Terre Haute & Chi.:							3d Mortgage.	180,000	7	May & Nov.	"	1873	164
1st Mortgage, gold.	750,000	7	May & Nov.	New York.	1900	...	Hudson Connecting (N.Y. & O.Mid):						
Full River, Warren & Providence:							1st Mortgage gold.	400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.	200,000	7	Jan. & July.	Providence.	1882	...	Huntingdon and Broad Top Mt.:						
Int. and Pere Marquette:							1st Mortgage gold.	416,000	7	April & Oct.	Philadelphia.	1890	101 1/2
Land Mort. 1st series (55,241 n.)	158,500	7	May & Nov.	New York.	1890	...	2d Mortgage.	267,500	7	Feb. & Aug.	"	1875	94
" 2d series (52,748 n.)	221,000	7	Jan. & July.	"	1887	...	3d Mortgage (Consol.)	1,251,000	7	April & Oct.	"		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1868	\$1,539,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (L. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870.	4,132,000	7	J. A. J. & O.	"	1890	96 1/2
1st Mortgage (") of 1869	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.	1,000,000	7	Jan. & July.	"	1890	97 1/2
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.	235,000	7	April & Oct.	"	1882	....
1st Mortgage.	2,000,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	"	"	1899	94 1/2
1st Mortgage.	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1854.	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.	1,000,000	7	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	99
2d Mortgage.	1,000,000	7	"	"	1900	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	94
Equipment Mortgage.	500,000	8	Jan. & July.	"	1881	....	Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1886	103
Iowa Eastern:							Mort. April 1, 1866	860,000	7	April & Oct.	"	1886	98
1st Mortgage gold.	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M.S. & N.I.	5,256,000	7	May & Nov.	"	1885	104
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct 31, 1857	2,663,000	7	"	"	1877	102 1/2
1st Mortgage guaranteed.	2,960,000	7	April & Oct.	New York.	1917	81 1/2	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.	100,000	8	Feb. & Aug.	New York.	1900	91	Mort. Sept. 1, 1860	300,000	7	March & Sept.	"	1886	....
Ironton (Penn.):							Mort. April 1, 1863	3,000,000	7	April & Oct.	"	1898	98
1st Mortgage.	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	98 1/2
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	90
1st Mortgage gold, skg fund.	600,000	7*	Jan. & July.	New York.	1890	97	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.	1,495,000	8	Jan. & July.	New York.	1886	99 1/2	1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	"	"	1883	95
2d Mortgage.	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....
2d Mortgage.	940,000	8	May & Nov.	"	1890	98 1/2	2d Mort. June 1, 1869	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.	600,000	7	April & Oct.	Philad lphia	1895	....
James'n & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.	496,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.	500,000	7	June & Dec.	"	1894	....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
1st Mort. (Hawley Section).	206,000	7	Jan. & July.	New York.	1887	....	1st Mortgage tax free.	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
2d Mort. (")	94,000	7	"	"	1889	....	Lehigh Valley:						
1st Mort. (Carbondale Section).	2,000,000	7	"	"	1889	....	1st Mortgage (old loan).	5,548,000	8	May & Nov.	Philadelphia.	1873	....
Jeffersonville, Madison & Indian:							1st Mortgage (new loan) tax free	4,712,000	7	June & Dec.	"	1898	100 1/2
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....	2d Mortgage for \$6,000,000	7,121,000	7	March & Sept.	"	1910	103 1/2
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	....	Lexington & St. Louis (P. of Mo.):						
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1882	....	1st Mortgage gold.	1,000,000	8	June & Dec.	New York.	1899	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	Little Miami:						
Joliet and Chicago (C. & Alton):							1st Mortgage.	1,474,000	8	May & Nov.	New York.	1883	....
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	107 1/2	Street Connection Bonds.	500,000	6	Jan. & July.	"	1894	....
Joliet & Northern Ind. (Mich. C.):							Little Rock and Fort Smith:						
1st Mortgage, guaranteed.	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage gold.	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Junction (Cin. & Indianapolis):							Land Grant sinking fund.	5,000,000	7	April & Oct.	"	1900	....
1st Mortgage.	1,200,000	7	Jan. & July.	New York.	1885	....	Little Schuylkill (Phila. & Rdg.):						
2d Mortgage.	793,000	7	March & Sept.	"	1893	....	1st Mortgage, guaranteed.	771,500	7	April & Oct.	Philadelphia.	1877	99 1/2
1st Mortgage (Newcastle Br.).	250,000	7	June & Dec.	"	1884	....	Logansport, Crawf. & S'wstn Ind.						
Junction, Philadelphia:							1st Mortgage gold.	1,500,000	8*	F. M. & A. N.	New York.	1900	99
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	Philadelphia.	1882	....	Long Br. and Sea Shore (N.J. So.):						
2d Mortgage not guaranteed.	300,000	6	April & Oct.	"	1900	90	1st Mortgage guaranteed.	200,000	6	Jan. & July.	New York.	1889	....
Junction and Breakwater:							Long Dock (Erie):						
1st Mort. guar. by Delaware.	400,000	8	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.	3,500,000	7	June & Dec.	New York.	1892	98 1/2
Kalamazoo, Allegan & Gr. Rapids:							Long Island:						
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	05	1st Mortgage main line.	500,000	6	Jan. & July.	New York.	1875	93 1/2
Kalamazoo and Schoolcraft:							1st Mortgage (Extension)	175,000	7	Feb. & Aug.	"	1890	....
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Glen Cove Br.).	150,000	6	May & Nov.	"	1893	....
Kalamazoo, & S. Haven (M. Cen.):							General Mortgage.	775,000	7	"	"	1899	....
1st Mortgage guar. by lessees.	640,000	8	May & Nov.	Boston.	1880	100 1/2	Louisville & Miss. Riv. (Ch. & Al):						
Kalamazoo & White Pigeon:							1st Mortgage.	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	90	Louisville, Clinch, and Lexington:						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	2d Mortgage for \$1,000,000.	345,000	8	April & Oct.	"	1900	....
2d Mort. (")	150,000	10	"	"	1878	....	Louisville and Nashville:						
1st Mort. (St. Jo. & C.B. 78 m.) conv. tfr.	1,400,000	10	March & Sept.	"	1892	....	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	1873-76	91
2d Mort. (")	539,500	8	June & Dec.	"	1874	....	1st Mortgage (Memph Br. 46.37 m.).	139,000	7	May & Nov.	"	1872-75	....
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Leb. Br. Ext. 73.2 m.).	88,000	7	"	"	1880-85	....
1st Mort. (") gold	1,000,000	7*	"	"	1893	....	Consol. M. for \$5,000,000 (392 m.).	6,647,000	7	April & Oct.	"	1898	87 1/2
Consolidated Mort. (260 m.) conv.	687,000	8	March & Sept.	"	1892	....	Louisv. N. Al. & St. Lo. Air-Line						
Kansas City & Santa Fe (L.S. & G.):							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	"	New York.	1901	....
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....	Macon and Augusta:						
Kansas Pacific:							1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	1889-91	....
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60	1st Mortgage not guaranteed.	100,000	7	"	"	1890	....
1st Mort. (2d Div. 253.94 m.) gold	4,096,000	6*	June & Dec.	"	1896	60	Macon and Brunswick:						
1st M. (3d Div. 244.06 m. & 3.05,000 m.)	6,455,000	7*	May & Nov.	N. Y. & L. & F.	1899	....	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (1,000,000 acres).	24,000	7*	March & Sept.	N. Y. & St. Lo.	1871-76	....	1st Mort.	600,000	7	May & Nov.	"	1900	....
1st Mortgage (2,000,000 acres) gid	1,321,000	7*	Jan. & July.	N. Y. & L. & F.	1886	....	2d Mortgage.	1,100,000	7	April & Oct.	"	1883	....
2d Mortgage on do. gold.	1,500,000	7*	March & Sept.	"	1896	....	Equipment Mortgage.	150,000	7	"	"	1879	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	....	Macon and Western:						
2d Mortgage (Gov't Subsidy).	6,303,000	6	Jan. & July.	U. S. Treas.	1895-97	....	1st Mortgage of Oct. 1870.	150,000	7	April & Oct.	"	1880	....
3d Mortgage (Income).	4,275,350	7	March & Sept.	"	1916	....	Maine Central:						
Keat County (Del.):							Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
1st Mortgage for \$600,000.	400,000	6	Jan. & July.	Philadelphia.	1880	85	\$1,100,000 Loan, tax free.	716,300	7*	Jan. & July.	"	1898	94
Kentucky Central:							Bangor (P. & K.) Loan.	514,000	6	April & Oct.	"	1876	....
2d Mortgage (Cov. & Lex.) 1883.	844,000	7	March & Sept.	New York.	1883	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N.)						
Massillon & Cleve, (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Stratsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E. Div.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	101	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....	.....	7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York	1882	....	New H., Middlet'n & Willman:						
1st Mortgage, sinking fund conv.	2,179,000	8	"	"	1882	101	1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	98	New Haven & Northampton:						
1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	May & Nov.	"	1890	102	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	94	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) t. f. guar	640,000	8	May & Nov.	"	1889	100	New Jersey Sea United Compan's						
2d Mort. (") guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.)						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	36
Midland of Canada:							1st Mortgage (Pom's Riv. Br.)..	120,000	7	March & Sept.	"	1889	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1891	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....	.....	7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.)						
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	72	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,908,000	7	Jan. & July.	"	1897	70	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	192,000	7	"	"	1870	10	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	82	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	10	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.5	"	"	1898	94	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	....	1st M. (N.O. & T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,080	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.....	2,825,000	8	"	N.Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La....	2,825,000	7	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....	.....	7	"	"	1891	....	1st Mortgage gold, for \$3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.						
1st Mortgage for \$18,000 p.m.....	.....	8	June & Dec.	New York.	1890	....	Debt Cert. (N. Y. Central).....	5,936,626	6	May & Nov.	New York.	1883	94
Mineral Point:							Bonds for debts ass'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1898.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. St. (")	76,000	6	May & Nov.	"	1883	90
Minneapolis & Duluth (L.S. & M.)							Bonds for R.R. stock (")	592,000	6	"	"	1883	91
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	102,000	6	"	"	1883	91
Minneapolis & St. L. (L.S. & M.)							Bonds of 1854 renew'd (")	2,900,000	6	June & Dec.	"	1887	94
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m	7*	Jan. & July.	New York.	1895	....	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y. & C. H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,854,000	7	May & Nov.	New York.	1890	71	Consol. Mort. for \$40,000,000..	.....	7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold	.....	7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	....
Mississippi, Ouachita & Red Riv.							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	99
1st Mortgage gold.....	1,860,000	7*	"	"	1899	19	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	1899	....	Bonds of 1853, unsecured.....	108,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1886....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1913	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	95
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p.m.....	.....	8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.	.....	7*	Jan. & Dec.	.....	1910	....	2d Mortgage non-convertible..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Tebo & Necocho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74	....	1st Mortgage gold, \$35,000 p.m.	.....	7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	800,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,600,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,860	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	18	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Northern Pacific:							Perkiomen (Phila. & Rdg):							
1st Mort. on R.R. & lands gold..	50,000	pm	7.3	Jan. & July.	New York.	1900	81 1/2	1st Mortgage, guaranteed.....	\$510,000	6	April & Oct.	Philadelphia.	1897	83
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):							
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	"	Boston.	1877	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874
Plain bonds.....	200,000	6	"	"	"	1874	....	Peterburg:					
Machine shop & bonds.....	150,000	7	"	"	"	1877	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-78
Nyack and Northern:							Philadelphia and Baltimore Cent:							
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 3 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston	1878	98	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	"	1879	98	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	"	1890	Loan of 1868.....	1,135,900	6	Jan. & July.	Philadelphia.	1893	80
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,684,000	7	Jan. & July.	New York.	1898	90	Mortgage Loan of 1857, conv.....	80,500	6	"	"	1886	....
Consolidated 1st Mortgage, etc.....	3,529,000	7	Jan. & July.	London.	1898	....	Mort. Loans of 1843-44-48 & 49...	1,521,000	6	"	"	1880	98
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	74	Mortgage Loan of 1888.....	2,700,000	7	April & Oct.	"	1893	103 1/2	
2d Mortgage (W. Div.).....	433,000	7	Jan. & July.	"	"	1874	Mortgage Loan of 1836 sig.....	192,400	6	Jan. & July.	London.	1880
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	"	1882	Mortgage Loan of 1843 sig.....	976,500	6	"	"	1880
Sinking Fund Bonds.....	50,000	7	May & Nov.	"	"	1883	Mortgage Loan of 1838 sig.....	177,000	7	"	"	74-77
Oil Creek and Allegheny River:							Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	103 1/2	
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78 1/2	Consolidated	3,414,000	7	"	"	1911	104	
1st Mortgage (War. & Fkin.)....	500,000	7	April & Oct.	"	"	1882	82 1/2	Dollar registered	7,000,000	6	"	Phil. or Lond.	1911	98
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	"	1888	60	June 1, 1871.	603,000	6	"	"	1911	97 1/2
Old Colony and Newport:							Gold or stg reg.	332,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	98 1/2	Dollar coupon.....	6,690,985	7	Jan. & July.	"	1883	106	
Plain Bonds.....	485,000	6	April & Oct.	"	"	1875	95	New debent. loan, conv.....	6,631,616	6	April & Oct.	Phil. or Lond.	1897
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	"	1877	102 1/2	New improvement Mort. loan.....						
Omaha and Northwestern:							Philadelphia, Wilmington & Balt:							
1st M. land grant, gold 16,000 pm	10,000	7.3	Jan. & July.	New York.	1901	....	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Southwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95	
1st Mortgage \$20,000 p. m.....	1,900,000	8	June & Dec.	Boston.	1896	87 1/2	Loan of 1867.....	1,000,000	6	"	"	1887	....
Orange, Alexandria & Manassas:							Pickering Valley (Phila. & Rdg):							
1st Mortgage \$20,000 p. m.....	1,900,000	8	June & Dec.	Boston.	1896	87 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):							
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	60	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	66	
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80 1/2	1st Mort. (Steub. & Ind.) conv.....	2,000,000	6	monthly.	New York.	1884	72	
3d Mort. " " " " " "	598,000	8	May & Nov.	Richmond.	1873	83	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " " " " "	574,000	8	March & Sept.	Alexandria.	1880	74 1/2	Pittsburg & Connellville:							
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	90	1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1888	89 1/2	
Orange and Newark:							2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	"	1891	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	880,000	7	Jan. & July.	"	1912	101	
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.R. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99 1/2	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....		8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).....	860,000	7	April & Oct.	"	1912	94	
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	78	3d Mortgage.....	2,000,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	"	1891	72	Bridge (O. & P. R. R.) bonds.....	153,000	7	Jan. & July.	"	1877
Income Bonds.....	1,500,000	7	"	"	"	1892	Construction bonds of Jan. 1, '70	100,000	7	"	"	1877
St. Louis County Bonds.....	700,400	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.....						
1st Mortgage (Lea. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000							
1st Mortgage gold for \$2,805,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold..	800,000	6	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350.....	93,847	7	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000						
General Mortgage, stg £597,800.	3,869,330	7	"	"	"	1897	....	Portland and Ogdensburg (Vt.):					
Paris and Decatur:							1st Mortgage gold, for \$2,300,000							
1st Mortgage gold.....	1,200,000	7	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (UC of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000							
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.....	1,500,000	7	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	"	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
Peninsular Railway:							Poukeepsie and Eastern:							
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free..	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	18	....
1st Mortgage (Harr. to Pbg)....	4,970,000	7	Jan. & July.	Philadelphia.	1880	101 1/2	Quincy, Alton and St. Louis:							
2d Mortgage (" ").....	2,583,600	6	April & Oct.	"	1875	99	1st Mortgage gold.....	850,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage (" ") stg.....	2,282,240	6	"	London.	1875	....	Quincy and Toledo (T., W. & W.):						
General Mortgage (coup. & reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	89	
State lien for \$17,500,000, skg fd	5,851,700	5	April & Oct.	Harrisburg.	1912-90	....	Quincy & Warsaw (C. B. & Q.):						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdenb.....	799,900	7	March & Sept.	New York.	1880	....	Somerset (Me. Central):						
1st Mortgage (W. & R.) skg fund	327,000	7	June & Dec.	"	"	72-74	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	824,500	7	"	"	"	1891	South Carolina:						
Consolidated Mort. Skg Fund...							1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.		7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	72	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	80	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
1st Mort. (Cal. & Barling).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000 pm		8				
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1879	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort.	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000 pm	8*	"	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	78	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
1st Mortgage, gold \$16,000.....		7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	90	South Side, Va. (A. M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	90	2d preferred bonds.....	617,000	6	"	"	'84-'90	65
2d Mortgage May 1, 1868 guar.	648,000	7	Jan. & July.	"	1893	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	92	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*				
St. Louis, Van. & T. H. (T. H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & S.T.):							1st Mortgage (Muskego) conv.....	300,000	7	"	"	'72-'70	....
1st M. land gr. gold skg f'd. endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands):	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....
General Mort., (R. R. & Lds) sig.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000 pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres...	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.							Sullivan (Verm. Central):						
1st Mortgage for \$160,000.....		8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90	Summit Branch:						
Sand., Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
1st Mortgage guaranteed.....	2,825,000	7	Jan. & July.	New York.	1900	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....		8				
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....		8				
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Sussex, Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7		New York.	....
Funded Interest bonds.....	157,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	162,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....
1st Mortgage gold, endor.....	16,000 pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N. Y. (D. L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	100	1st Mort. gold, for \$500,000.....		7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebo and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000 pm.		8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold guar. by Ala. \$16,000 pm.		8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Flora:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Colo., Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (E. Div.) 110 m....	1,000,000	7	June & Dec.	New York.	1894	75
Shamokin Valley & Pottav. (N. C.):							1st Mortgage (W. Div.) 117 m....	1,300,000	7	Feb. & Aug.	"	1896	76
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	89	2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	68
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000..	1,406,000	7	May & Nov.	"	1910	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Burl. Br.) 19 m....	250,000	7	June & Dec.	"	1910	....
Shenango and Allegheny:							Tom's River & Watert. (N. J. So.):						
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,300	7		New York.	1888	....
Shepaug Valley (Ct.):							Troy & Bennington (T. &):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, nar....	100,000	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Lead Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....	Convertible Bonds.....	648,000	7	"	"	1882	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	93	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	81
1st M. (L. Erie, W. & St. L. 107 m.)	2,500,000	7	" " "	" " "	1890	93	1st Mort. endor. by Balt.	200,000	6	" " "	" " "	1890	95
1st M. (Gt. W. Rwy. of '59, 181m.)	2,500,000	7	Feb. & Aug.	" " "	1898	92 1/2	2d Mort.	300,000	6	" " "	" " "	1890	94
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" " "	1890	88	2d Mort. endor. by Wash. Co.	300,000	6	" " "	" " "	1890	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" " "	1882	90 1/2	2d Mortgage preferred.	600,000	6	" " "	" " "	1895	61
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" " "	1878	88	3d Mortgage endor. by Balt.	875,000	6	" " "	" " "	1900	95
2d Mort. (T. Wab. & Wt. 187 m.)	1,500,000	7	" " "	" " "	1871	87	Western Pacific (Gen. Pac.):						
2d M. (Gt. W. Rwy. of '59, 181m.)	2,500,000	7	" " "	" " "	1893	82 1/2	1st Mortgage assumed, gold.	2,735,000	6	Jan. & July.	New York.	1899	57
Equipment (Tol. & Wab. 75m.)	600,000	7	" " "	" " "	1883	70 1/2	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" " "	1907	70	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" " "	" " "	1900	80	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	" " "	1896	...
Consol. 2d mort. (500 m.) gold.	5,000,000	7	Feb. & Aug.	" " "	1893	80	Western Union (M. & St. P.):						
Froy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	...
1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	...	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1883, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	58
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	New York.	1873	...	1st Mortgage, Jan. 1, 1866.	1,000,000	6	Jan. & July.	" " "	1896	55
2d Mortgage, guaranteed.	180,000	6	" " "	" " "	1878	...	Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	" " "	1899	101
Tuckerton:							West Virginia:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	...	1st Mort. land gr., gold sgd fund	4,000,000	7	Jan. & July.	N. Y. or Lond.	1896	84
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.	27,237,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	86 1/2	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1883	...
2d Mortgage (Gov. subsidy).	27,236,000	6	" " "	" " "	'96-'99	86 1/2	Wicomico and Pocomoke:						
1st Mort. Land Grant	1,993,000	6	April & Oct.	" " "	1859	80	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	...
Income Mortgage	7,663,000	10	March & Sept.	" " "	1874	88	Williamston and Tarboro':						
Omaha Bridge & R.R. & C. (\$250,000)	2,500,000	5	April & Oct.	London.	1896	...	1st Mortgage	350,000	8	May & Nov.	New York.	1900	...
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.	1,600,000	6	May & Nov.	New York.	1895	...	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68
2d Mortgage (Gov. subsidy).	1,600,000	6	Jan. & July.	" " "	'96-'78	...	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. & T.):							1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	...
1st Mortgage gold, sgd fund.	3,595,000	6	Jan. & July.	New York.	1899	...	1st Mortgage, endor. by N. Car.	1,000,000	8	" " "	" " "	1897	...
Union & Titusville (O.C. & A. Riv.):							Wilmington and Beading:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	...	1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	84
United Companies of New Jer.:							2d Mortgage coupon or regis.	723,600	7	Jan. & July.	" " "	1902	79
Sinking Fund sterling £282,000.	1,268,080	6	Jan. & July.	London.	1890	...	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	98	Sterling Bonds.	648,700	6	Jan. & July.	London.	1881	...
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	...	Currency Bonds	221,400	7	May & Nov.	" " "	1882	...
Loan of 1883 (" ")	450,000	6	" " "	" " "	1878	...	Sinking Fund gold, Bonds.	710,000	7	Jan. & July.	New York.	1886	90
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	90	Wilmington and Western (Del.):						
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	97 1/2	1st Mortgage, Jan. 1, 1872.	400,000	7.3	J. A. & J. O.	Wilmington.	1892	...
Consolidated (mort.) Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	100	Winona & St. Peter (C. & N. W.):						
Sterling Loan \$369,200.	1,846,000	5	March & Sept.	London.	1894	...	1st Mortgage \$20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
Sterling Loan \$360,000.	1,800,000	6	" " "	" " "	1888	...	2d Mortgage \$12,000 p. m.	1,585,000	7	May & Nov.	" " "	1890	...
Loan of 1888.	154,000	6	" " "	" " "	1888	...	Land Grant Mort. p. gold, sgd fund	4,375,000	7	June & Dec.	" " "	1916	...
Bond to State of New J. (N.J. Co)	100,000	7	Feb. & Aug.	New York.	1887	...	Wisconsin Central:						
Bond to State of N. J. (U. Co's)	500,000	7	" " "	" " "	1887	...	1st M. L. G. gold S. F. \$25,000pm	...	7	Jan. & July.	Boston.	1901	...
Loan of 1894.	2,000,000	6	April & Oct.	Philadelphia.	1894	...	Worcester (Md.):						
Utica and Black River:							1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	...
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	...	Worcester and Nashua:						
Utica, Chen. & Susq. Val. (D. & H. C.):							Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	...
1st Mortgage	...	7	" " "	" " "	...	...	Plain Bonds	75,000	6	" " "	" " "	1890	...
1st Mortgage gold, sgd fund.	25,000 m	7	Jan. & July.	N. Y. & Lond.	1892	...	CANAL BONDS.						
Vermont Central:							Chesapeake and Delaware:						
1st Mortgage consolidated.	3,000,000	7	June & Dec.	Boston.	1888	20 1/2	1st Mortgage sinking fund.	1,997,872	6	Jan. & July.	Philadelphia.	1886	87
2d Mortgage consolidated	1,500,000	7	" " "	" " "	1891	7 1/2	Chesapeake and Ohio:						
1st Mort. (Stan. Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	" " "	1887	60	Maryland Loan sinking fund.	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
Guar. Stock (Vt. & C. R. R.)	795,500	8	June & Dec.	" " "	1887	75	Sterling, Loan guaranteed	4,875,000	5	" " "	London.	1890	...
Equipment Mortgage	1,000,000	8	May & Nov.	" " "	'76-'77	74	Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Equipment Mortgage	1,000,000	8	" " "	" " "	1889	78	Delaware Division (L. O. & N.):						
Vermont and Massachusetts:							1st Mortgage, guaranteed.	800,000	6	Jan. & July.	Philadelphia.	1878	80
1st Mortgage sinking fund.	550,000	6	Jan. & July.	Boston.	1883	92 1/2	Delaware and Hudson:						
Convertible bonds, tax free.	200,000	7	" " "	" " "	1879	99 1/2	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	...
Vermont Valley (Rutland):							gagere - 2d series, July 1, 1869.	3,500,000	7	Jan. & Nov.	" " "	1884	100
1st Mortgage.	386,000	7	April & Oct.	New York.	1860	...	gistered. (3d series, Jan. 1, 1871.	5,000,000	7	" " "	" " "	1891	100
1st Mortgage.	114,000	6	" " "	Boston.	1860	...	Delaware & Karitan See U'd Co's						
2d Mortgage.	293,200	6	" " "	New York.	1860	...	Lehigh Coal and Navigation:						
Vicksburg and Meridian:							Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
1st series (red).	722,500	7	Jan. & July.	Philadelphia.	1890	...	Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	" " "	1897	90
General	850,000	7	" " "	" " "	1890	...	Mortgage (equip.) Loan, gold.	4,444,000	6	Jan. & Dec.	" " "	1897	90
Mortgage	154,000	7	" " "	" " "	1890	...	Convertible Loan, gold	922,000	6	March & Sept.	" " "	1894	90
3d series (black).	1,273,000	7	April & Oct.	" " "	1880	...	Convertible Bonds.	1,496,879	6	June & Dec.	" " "	1877	8
4th series (not end.)	225,439	8	Jan. & July.	" " "	1880	...	Mongachela Navigation:						
Special Loan 1871.							1st Mortgage	103,000	6	Jan. & July.	New York.	1887	...
Vineland:							Morris (and Banking):						
1st Mortgage tax free.	750,000	7	April & Oct.	New York.	1890	...	1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	90
Virginia & Tennessee (A. M. & O.):							2d Mortgage	285,000	6	" " "	" " "	1876	90
1st Mortgage.	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	...	Boat Loan, sinking fund.	238,965	7	" " "	" " "	1885	90
Enlarged Mortgage	990,000	6	" " "	" " "	1884	...	Preferred Stock Dividend Scrip.	103,184	7	Feb. & Aug.	" " "	1887	...
4th Mortgage.	848,000	8	March & Sept.	" " "	1900	82	Pennsylvania:						
Registered Certificates.	123,208	8	Jan. & July.	" " "	'71-'75	80	1st Mortgage sgd fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	6
Funded Interest	204,200	8	" " "	" " "	1880	...	1st Mortgage (Wy. Val. Can.)	600,000	6	" " "	" " "	1878	...
Income Mortgage (fundable).	112,500	8	" " "	" " "	1886	...	1st Mortgage (Erie Canal).	743,654	7	" " "	" " "	1865	...
Wallkill Valley (Erie):							Interest Bonds (Erie Canal) 1850	161,960	7	" " "	" " "	1873	...
1st Mortgage gold, tax free.	20,000pm	7	April & Oct.	New York.	1910	...	Schuylkill Navigation (Ph. & Rdg):						
1st Mortgage gold, for \$750,000.	462,000	6	June & Dec.	New York.	1890	...	1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	...
Warren (D. L. & W.):							2d Mortgage	4,016,870	6	Jan. & July.	" " "	1882	7
1st Mortgage, guaranteed.	511,400	7	Feb. & Aug.	New York.	1875	...	Plain Bonds.	85,222	6	" " "	" " "	1876	7
2d Mortgage, guaranteed.	750,000	7	May & Nov.	" " "	1900	...	Improvement bonds.	290,000	6	May & Nov.	" " "	1870	7
Warren & Franklin (O. C. & A. H. R.):							Boat and Car Loan	756,650	7	" " "	" " "	1888	7
1st Mortgage, assumed.	580,000	7	April & Oct.	Philadelphia.	1882	76	Boat and Car Loan	628,100	7	" " "	" " "	1889	9
Warwick Valley (Erie):							Coupon Bonds.	1,079,000	6	Jan. & July.	" " "	1895	7
1st Mortgage.	85,000	7	April & Oct.	New York.	1880	...	Susquehanna (S. & Tide Water):						
Washington and Ohio:							1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	7
1st Mortgage gold, \$9,000,000.	...	7	April & Oct.	New York.	1891	...	2d Mortgage	700,000	6	" " "	" " "	1886	...
Watertown & Rome (R. W. & O.):							3d Mortgage stg.	874,000	6	" " "	London.	1878	...
Sinking Fund Bonds.	799,900	7	March & Sept.	New York.	1880	...	Tide-Water (Susq. & Tide-W.):						
Westchester and Philadelphia:							1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	...
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	...	2d Mortgage	300,000	6	" " "	" " "	1886	...
General Mortgage, tax free.	1,072,300	7	April & Oct.	" " "	1891	101 1/2	3d Mortgage	437,000	6	" " "	" " "	1878	...
Western of Alabama.							Union:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	...	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1893	...
1st Mortgage (M. & W. Point R.R.)	750,000	8	" " "	" " "	1881	...	West Branch and Susquehanna:						
2d Mortgage (consols guar.)	1,146,000	8	" " "	" " "	1900	...	1st Mortgage	450,000	6	Apr. & Oct.	Philadelphia.	1878	...
Income Mortgage.	512,400	8	" " "	" " "	1900	...	2d Mortgage	298,000	6	May & Nov.	" " "	1899	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

* asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																				Value of Shares.							
Property and Assets.										Liabilities.					Operations.					Earnings.		Market.					
Rolling Stock.		Railroad.		Freight.		Engines.		Track and Sidings.		Branch Line.		Mch. Line.		Passengers.		Freight.		Gross.		Net.		Dividends.		Par.			
M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.			
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		1882		1883		1884		1885	
1872		1873		1874		1875		1876		1877		1878		1879		1880		1881		18							

Sept. 30, 1872	55.6	11.2	25	10	409	Chester, Va.	2,387,707	351,600	260,554	2,163,500	800,200	38,992	118,370	88.1	622,934	192,234	412,437	824,768	183,851	100
Dec. 31, 1872	21.5	8.1	144	74	24	2312	Chicago and Alton	1,371,900	1,371,900	1,371,900	1,371,900	95,000	303,778	649.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	68.2	23.7	258	127	6,409	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31, 1872	60.0	20.0	4	10	320	Chicago, Burlington and Quincy	2,646,400	4,366,731	4,366,731	2,646,400	2,646,400	602,466	8,329,470	1,469.2	5,002,102	772,500	1,601,798	5,156,326	1,719,147	100
Dec. 31,																				

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

“rolling stock” occurring in the column headed “Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad.” A dash (—) across the column signifies “nil,” and running dots (....) signify “not ascertained.”

Abstract of General Balance Sheet.										Value of Stock.									
Property and Assets.										Market.									
Rolling Stock.										Par.									
Railroad.										Dividends.									
Main Line.										Net.									
Branch Line.										Gross.									
2d Track and Siding.										Freight.									
Railroad in progress.										Passengers.									
Engines.										Tons.									
Car.										Number.									
Freight.										Trains Moved.									
R. M. E.										M.									
Companies.										M.									
Assets.										M.									
Accounts and Cash.										M.									
Stocks.										M.									
Bonds.										M.									
Accounts.										M.									
Surplus Income.										M.									
Railroad Operated.										M.									
Trains Moved.										M.									
Operations.										M.									
Earnings.										M.									
Dividends.										M.									
Value of Stock.										M.									
Market.										M.									
Par.										M.									
Net.										M.									
Gross.										M.									
Freight.										M.									
Passengers.										M.									
Tons.										M.									
Number.										M.									
Trains Moved.										M.									
M.										M.									
Sept. 30, 1872.										Sept. 30, 1872.									
Oct. 31, 1872.										Oct. 31, 1872.									
Nov. 30, 1872.										Nov. 30, 1872.									
Dec. 31, 1872.										Dec. 31, 1872.									
Jan. 31, 1873.										Jan. 31, 1873.									
Feb. 28, 1873.										Feb. 28, 1873.									
Mar. 31, 1873.										Mar. 31, 1873.									
Apr. 30, 1873.										Apr. 30, 1873.									

Sept. 30, 1872	44.1	27.28	9	019	Providence and Worcester, R. I. & Mass.	1,000,000	668,568	125,666	107,851	2,000,000	500,000	224,612	84,019	47.6	507,588	1,605,257	521,860	895,897	233,928	10	100
Oct. 31, 1872	3.1	3.1	3	11	Providence, Warren and Bristol, R. I. & Mass.	437,517	437,517	32,300	32,300	1,000,000	250,000	63,611	33.6	44,666	415,776	12,660	38,251	106,367	27,437	80	100
Nov. 30, 1872	2.0	2.0	3	45	Queen Anne and Kent Co., Md.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Dec. 31, 1872	1.0	1.0	3	46	Quincy, Alton and Kent Co., Md.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Jan. 31, 1873	8.0	8.0	4	47	Quincy and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Feb. 28, 1873	11.0	11.0	4	48	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Mar. 31, 1873	11.0	11.0	4	49	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Apr. 30, 1873	11.0	11.0	4	50	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
May 31, 1873	11.0	11.0	4	51	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
June 30, 1873	11.0	11.0	4	52	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
July 31, 1873	11.0	11.0	4	53	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Aug. 31, 1873	11.0	11.0	4	54	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Sept. 30, 1873	11.0	11.0	4	55	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Oct. 31, 1873	11.0	11.0	4	56	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Nov. 30, 1873	11.0	11.0	4	57	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Dec. 31, 1873	11.0	11.0	4	58	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Jan. 31, 1874	11.0	11.0	4	59	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Feb. 28, 1874	11.0	11.0	4	60	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Mar. 31, 1874	11.0	11.0	4	61	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Apr. 30, 1874	11.0	11.0	4	62	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
May 31, 1874	11.0	11.0	4	63	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
June 30, 1874	11.0	11.0	4	64	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
July 31, 1874	11.0	11.0	4	65	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Aug. 31, 1874	11.0	11.0	4	66	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Sept. 30, 1874	11.0	11.0	4	67	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Oct. 31, 1874	11.0	11.0	4	68	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Nov. 30, 1874	11.0	11.0	4	69	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Dec. 31, 1874	11.0	11.0	4	70	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Jan. 31, 1875	11.0	11.0	4	71	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Feb. 28, 1875	11.0	11.0	4	72	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Mar. 31, 1875	11.0	11.0	4	73	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Apr. 30, 1875	11.0	11.0	4	74	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
May 31, 1875	11.0	11.0	4	75	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
June 30, 1875	11.0	11.0	4	76	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
July 31, 1875	11.0	11.0	4	77	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Aug. 31, 1875	11.0	11.0	4	78	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Sept. 30, 1875	11.0	11.0	4	79	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Oct. 31, 1875	11.0	11.0	4	80	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Nov. 30, 1875	11.0	11.0	4	81	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Dec. 31, 1875	11.0	11.0	4	82	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Jan. 31, 1876	11.0	11.0	4	83	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Feb. 28, 1876	11.0	11.0	4	84	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Mar. 31, 1876	11.0	11.0	4	85	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Apr. 30, 1876	11.0	11.0	4	86	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
May 31, 1876	11.0	11.0	4	87	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
June 30, 1876	11.0	11.0	4	88	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
July 31, 1876	11.0	11.0	4	89	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Aug. 31, 1876	11.0	11.0	4	90	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Sept. 30, 1876	11.0	11.0	4	91	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229	64,096	96,000	184,400	100	100
Oct. 31, 1876	11.0	11.0	4	92	Raleigh and Gaston Co., N. C.	1,000,000	1,000,000	165,300	102,935	1,000,000	500,000	92,110	21.0	38,850	1,000,000	31,229					

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	7	105
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	105
Atlantic and Pacific, preferred	10,000,000	7	7	105
Atlantic and St. Lawrence, * guar.	3,994,900	4	4	105
Baltimore and Ohio, * preferred	3,552,800	6	6	105
Berkshire, * guaranteed	600,000	7	7	105
Blossburg and Corning, * guaranteed	250,000	5	5	105
Boston, Concord and Montreal, pref.	800,000	6	6	84
Buffalo, New York and Erie, * guar.	950,000	7	7	87
Catawissa, * pref. and guar.	1,159,500	7	7	87
Camden and Amboy, * guaranteed	5,847,900	10	10	132
Camden and Atlantic, preferred	788,549	7	7	82
Cayuga and Susquehanna, * guar.	589,110	9	9	82
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7	82
Central of New Jersey, * guar.	20,000,000	10	10	105
Central Ohio, * preferred	411,550	6	6	90
Chemung, * guaranteed	380,000	6	6	82
Cheshire, preferred	2,153,200	7	7	81
Chicago and Alton, * preferred	2,424,400	10	10	107
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	95
Chicago and North-Western, pref.	21,289,563	7	7	66
Cinc. and Cleveland, pref.	429,000	6	6	82
Cleveland and Mahoning, * guar.	2,058,200	7	7	87
Cleveland and Pittsburgh, * guar.	11,236,150	7	7	87
Cumberland Valley, 1st preferred	241,900	8	8	82
" 2d preferred	243,000	8	8	82
Dayton and Michigan, pref. & guar.	922,400	8	8	82
Delaware, * guaranteed	1,315,390	6	6	82
Detroit and Milwaukee, pref. & guar.	2,517,140	6	6	82
Dubuque and Sioux City, * guar.	5,000,000	8	8	65
Dubuque South-Western, pref.	590,315	8	8	61
Eastern (N. H.), * guaranteed	492,500	6	6	61
Elmira, Jeff. and Canad. * guar.	500,000	5	5	76
Elmira & Williamport, pref. & guar.	500,000	7	7	76
Erie and Pittsburgh, * guar.	500,000	5	5	56
Erie and Pittsburgh, * guar.	8,536,910	7	7	56
Evansville and Crawfordville, pref.	100,000	7	7	36
Hannibal and St. Joseph, pref.	2,167,700	7	7	102
Harrisburg and Lancaster, * guar.	1,182,550	8	8	98
Housatonic, preferred	1,180,000	8	8	32
Huntington & Broad Top Mtn, pref.	190,750	7	7	85
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	85
Joliet and Chicago, * guar.	1,500,000	7	7	85
Joliet and Northern Indiana, * guar.	300,000	8	8	85
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8	85
Louisv., Cincinnati and Lex. pref.	851,000	9	9	17
Marietta and Cincinnati, 1st pref.	9,101,650	6	6	9
" 2d pref.	4,436,250	6	6	9
Mich. Southern, (Lake Shore) guar.	533,500	10	10	58
Mill Creek, * guaranteed	323,375	10	10	58
Milwaukee and St. Paul, preferred	10,825,777	7	7	106
Mine Hill, * guaranteed	3,855,450	8	8	106
Montclair, * guaranteed	2,000,000	7	7	94
Morris and Essex, * guar.	15,000,000	7	7	107
Nequehoning Valley, * guar.	2,000,000	10	10	122
Newark and New York, * guar.	1,000,000	7	7	122
Newcastle and Beaver Valley, * guar.	605,000	10	10	122
New Jersey, * guaranteed	7,295,200	10	10	122
New London Northern, * guar.	971,400	10	10	127
New York & Harlem, * pref. & guar.	1,500,000	8	8	127
" com. & guar.	8,500,000	8	8	129
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6	127
Northern Eastern (S. C.), preferred	105,000	8	8	127
Northern New Jersey, * guar.	1,000,000	8	8	127
Norwich and Worcester, * guar.	2,823,400	10	10	127
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	51
" pt. & guar.	2,000,000	8	8	83
Ohio and Mississippi, preferred	4,030,000	7	7	50
Oswego and Syracuse, * guar.	1,144,400	9	9	108
Panama, guaranteed	7,000,000	12	12	108
Patterson and Hudson, * guar.	630,000	8	8	84
Pemberton and Hightstown, * guar.	342,000	6	6	84
Peoria and Bureau Valley, * guar.	1,200,000	8	8	84
Philadelphia and Erie, preferred	2,400,000	12	12	176
Phila. Germantown & Norristown, * guar.	2,231,900	12	12	176
Philadelphia and Reading, 1 pref.	1,551,687	10	10	122
Philadelphia and Trenton, * guar.	1,259,100	10	10	93
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	7	7	93
Pittsfield and North Adams, * guar.	450,000	6	6	115
Portland, Saco & Portsmouth, * guar.	1,800,000	10	10	115
Rochester & Genesee Valley, * guar.	567,560	7	7	35
Rutland, * preferred and guaranteed	4,300,000	7	7	35
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	7	25
St. Louis, Jackson & Ch. pt. & guar.	1,054,100	7	7	25
Schuylkill Valley, * guaranteed	12,000,000	5	5	6
Shamokin V. & Pottsville, * guar.	876,000	6	6	6
Toledo, Peoria & Warsaw, 1st pref.	869,450	7	7	71
" 2d pref.	1,700,000	7	7	71
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren, * guaranteed	1,800,000	7	7	71
CANAL STOCKS:				
Delaware Division, * guar.	1,633,350	8	8	10
Delaware and Raritan, * guar.	5,847,500	10	10	122
Morris, preferred and * guaranteed	1,175,000	10	10	122
" com. & guar.	1,086,000	4	4	49
Schuylkill Navigation preferred	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
Boston, Harv. & Erie	114	114	114	114	114	114
Canterbury	114	114	114	114	114	114
Central Pacific	94	94	94	94	94	94
Central Pacific 6s.	94	94	94	94	94	94
Central of N. Jersey	104	105	105	105	105	105
Chesapeake & Ohio 1m.	104	105	105	105	105	105
Chicago & Alton	102	102	102	103	103	103
" pref.	102	102	102	103	103	103
" 1 M.	102	102	102	103	103	103
" S. F.	102	102	102	103	103	103
" Inc. bds.	102	102	102	103	103	103
Chicago, Burl. & Q.	101	103	103	103	103	103
" 8s, 1883	101	103	103	103	103	103
Chic. & Northwestern	43	47	46	47	46	46
" pref.	63	66	65	65	66	66
" 1st M.	63	66	65	65	66	66
" S. F.	63	66	65	65	66	66
" Consol.	90	90	89	90	90	90
Chic. Rock Isl. & Pac.	97	99	98	99	99	99
Chi. R. I. & Pa. 7s, 1890	105	105	105	105	105	105
Clev., Col. & Ind.	86	87	87	87	87	87
Clev. & Pittsburg guar.	86	87	87	87	87	87
" 2 M.	86	87	87	87	87	87
" 3 M.	86	87	87	87	87	87
" 4 M.	86	87	87	87	87	87
Clev. and Toledo	104	104	104	104	104	104
" S. F. 7s.	104	104	104	104	104	104
Col., Chi. & Ind. C.	21	22	22	22	22	22
" 1 M.	82	83	83	83	83	83
" 2 M.	82	83	83	83	83	83
Del. & Hudson Canal	117	117	116	116	116	116
Del. Lack. & Western	106	106	106	106	106	106
" 1 M. 7s.	106	106	106	106	106	106
" 2 M. 7s.	106	106	106	106	106	106
Erie Railway	34	35	35	36	36	36
" pref.	34	35	35	36	36	36
" 1 M. 7s, 1897	34	35	35	36	36	36
" 2 M. 7s, 1879	34	35	35	36	36	36
" 3 M. 7s, 1883	34	35	35	36	36	36
" 4 M. 7s, 1880	34	35	35	36	36	36
" 5 M. 7s, 1888	34	35	35	36	36	36
" 7s, con. gold.	34	35	35	36	36	36
Great Western 2d mort.	82	82	82	82	82	82
Hannibal & St. Joseph	28	28	28	30	30	30
" pref.	33	32	31	34	36	36
" 8s, conv.	33	32	31	34	36	36
Hudson River	101	101	101	101	101	101
" 2 M. S. F.	101	101	101	101	101	101
" 3 M. 7s, 1875	101	101	101	101	101	101
Illinois Central	101	101	101	101	101	101
" 7s	101	101	101	101	101	101
Lake Shore & Mich. Sth.	73	76	75	77	76	76
Marietta & Cin. 1st pref.	74	76	75	77	76	76
" 2d pref.	74	76	75	77	76	76
Michigan Central	74	76	75	77	76	76
" S. F. 8s, 1882	74	76	75	77	76	76
M. S. and N. I. 1 M. S. F.	74	76	75	77	76	76
" 2 M.	74	76	75	77	76	76
Milw. and St. Paul	35	37	36	38	37	37
" pref.	35	37	36	38	37	37
" 1st mort.	35	37	36	38	37	37
" 2d mort.	35	37	36	38	37	37
" 8s.	35	37	36	38	37	37
" 7 3-10s con.	35	37	36	38	37	37
" 7s, gold.	35	37	36	38	37	37
Missouri & Kansas	94	94	94	94	94	94
" H. & St. J. 1st.	94	94	94	94	94	94
Morris and Essex	94	94	94	94	94	94
" 1st mort.	94	94	94	94	94	94
" 2d mort.	94	94	94	94	94	94
N. Y. Cen. & Hud. Riv.	97	98	97	98	98	98
" 7s, S. F. 1876	97	98	97	98	98	98
" 8s, S. F. 1883	97	98	97	98	98	98
" 6s, S. F. 1887	97	98	97	98	98	98
N. York and Harlem	125	126	126	127	129	129
" pref.	125	126	126	127	129	129
" 1 M. 7s.	125	126	126	127	129	129
N. York N. Hav. & Hart	132	132	132	132	133	133
N. Carolina 6s, old.	132	132	132	132	133	133
" new	132	132	132	132	133	133
Ohio and Miss.	25	26	26	27	27	27
" pref.	25	26	26	27	27	27
" 2d M.	25	26	26	27	27	27
Pacific Mail S. S. Co.	43	43	43	45	45	45
Panama	104	109	109	109	108	108
Pitts., Ft. W. & Chi. gtd.	94	92	93	94	93	93
" 1 M.	94	92	93	94	93	93
" 2 M.	94	92	93	94	93	93
" 3 M.	94	92	93	94	93	93
Quicksilver Mining Co.	11	11	11	11	11	11
St. L., Alton & T. H.	11	11	11	11	11	11
" pref.	11	11	11	11	11	11
" 1 M.	11	11	11	11	11	11
" 2 M.	11	11	11	11	11	11
" Income bds.	11	11	11	11	11	11
Tennessee 6s, old.	84	85	85	85	85	85
" new.	84	85	85	85	85	85
Tol. Wab. & Western	38	42	41	42	42	42
" pref.	38	42	41	42	42	42
" 1 M.	38	42	41	42	42	42
" 2 M.	38	42	41	42	42	42
" Equipment	38	42	41	42	42	42
" St. Lou. Div.	38	42	41	42	42	42
Union Pacific	30	32	32	34	34	34
" 1st mort.	30	32	32	34	34	34
" L. G. 7s	30	32	32	34	34	34
" Inc. 10s.	30	32	32	34	34	34
Virginia 6s, old.	84	85	85	85	85	85
" new.	84	85	85	85	85	85
" consol.	84	85	85	85	85	85
" def. cert.	84	85	85	85	85	85

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 29.

FEDERAL STOCKS:—						
U. S. 6s, 10-40s, reg.	114½	114½	114½	114½	114½	114½
U. S. 6s, 10-40s, coup.	114½	114½	114½	114½	114½	114½
U. S. 6s, 1881, reg.	114½	114½	114½	114½	114½	114½
U. S. 6s, 1881, coup.	114½	114½	114½	114½	114½	114½
U. S. 6s, 1881, reg.	119½	119½	119½	119½	119½	119½
U. S. 6s, 1881, coup.	121½	120½	119½	119½	119½	119½
U. S. 6s, 5-20s, reg. '62	116	116	116	116	116	116
U. S. 6s, 5-20s, c. 1862	118	118	118½	118½	118½	118½
U. S. 6s, 5-20s, reg. '64	118	118	118½	118½	118½	118½
U. S. 6s, 5-20s, c. 1864	118	118	118½	118½	118½	118½
U. S. 6s, 5-20s, reg. '66	118	118	118½	118½	118½	118½
U. S. 6s, 5-20s, c. 1866	118	118	118½	118½	118½	118½
U. S. 6s, 5-20s, c. n. '65	119½	119½	119½	119½	119½	119½
U. S. 6s, 5-20s, c. n. '65	119½	119½	119½	119½	119½	119½
U. S. 6s, 5-20s, reg. '67	119½	119½	119½	119½	119½	119½
U. S. 6s, 5-20s, c. 1867	119½	119½	119½	119½	119½	119½
U. S. 6s, 5-20s, reg. '68	119½	119½	119½	119½	119½	119½
U. S. 6s, 5-20s, c. '68	119½	119½	119½	119½	119½	119½
U. S. 6s, Pac.R.R. issue	119½	119½	119½	119½	119½	119½

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
Boston and Albany	134	134	134	134	134	134
Boston and Lowell	107	107	107	107	107	107
Boston and Maine	109	109	109	109	109	109
Boston and Providence	152	152	152	152	152	152
Boston, Hartford & Erie	25	25	25	25	25	25
Cheshire, pref.	101	102	102	102	102	102
Chi., Burl. & Quincy	101	102	102	102	102	102
Concord	66	66	66	66	66	66
Connecticut River	125	125	125	125	125	125
Eastern	74	74	74	74	74	74
Fitchburg	76	77	77	77	77	77
Manchester & Law's	112	112	112	112	112	112
Michigan Central	54	54	54	54	54	54
Northern, N. H.	115	115	115	115	115	115
Ogdens. & Lake Champ	84	84	84	84	84	84
Old Colony	83	83	83	83	83	83
Ph., W. & Baltimore	42	42	42	42	42	42
Port'd, Saco & Ports.	100	100	100	100	100	100
Union Pacific	50	50	50	50	50	50
Vermont & Canada	82	83	83	83	83	83
Vermont & Mass.	100	100	100	100	100	100
South Boston (Horse)	50	50	50	50	50	50
Cambridge	21	21	21	21	21	21
Metropolitan	36	37	37	37	37	37
Middlesex	37	37	37	37	37	37
Central Mining Co.	56	56	56	56	56	56
Copper Falls	87	87	87	87	87	87
Franklin	37	37	37	37	37	37
National	37	37	37	37	37	37
Quincy	37	37	37	37	37	37

London Stock Exchange.

	Closing	Prices.
Atlantic & Gt. W. 1st mort., \$1,000	60-62	59-61
Do. 2d mort., \$1,000	40-42	39-41
Do. Con. mort. B'nds Bisch's Cert.	22-24	21-23
Do. Reorg. Scrip.	—	—
Do. Leas. Lines, Rental Bonds	71-74	72-75
Detroit & Milwaukee 1st mort. Bonds	65-70	65-70
Do. 2d do.	50-55	50-55
Erie shares 100 dol. all paid	32 1/2	32 1/2
Do. 6 per cent Convertible Bonds	95-97	95-97
Cons. Mort. amount antho. to be issued for conv. of existing bonds	90-92	89-91
Illinois Central \$100 shares all paid	92-93	93 1/2-94 1/2
Do. Redemption mort. bonds 6 p.c.	98-100	98-100
Illinois & St. Louis Bridge 1st mort.	98-100	98-100
Marietta and Cincinnati Rail. Bonds	95-98	95-98
Michigan Central 8s 1882, conv.	88-92	88-92
Panama 2d mort.	68 1/2-69 1/2	73-75
Panama General mort.	95-97	95-97
Pennsylvania, 2d mort.	98-99	98-99
Do. General mort.	98 1/2-99 1/2	98 1/2-99 1/2
Do. \$50 shares	45-47	46-48
Philadelphia and Erie 1st mort.	94-96	94-96
Do. with option to be paid in Phila.	97-98	97-99

American Railroad Journal.

Saturday, May 2, 1874.

Stock Exchange and Money Market.

Money has been remarkably easy to the more responsible borrowers, all through the week. The offerings from bank and through private channels have been liberal; while the demand for accommodation has been much less urgent, especially from speculative sources. Call loans have been generally quoted at from 3@5 per cent, though in instances higher rates were paid to provide for pressing needs. The discount market has been quiet on the basis of 6@7 per cent per annum. The City banks, in their last weekly statement, were \$4,352,200 lower on their deposits, and \$5,041,200 on their loans and discounts, than the week before. The legal tender notes were reduced \$424,300, while the specie reserve showed an increase of \$122,800. The circulation was also augmented \$61,300. The U. S. Sub-Treasury at this port has gained slightly in the line of its coin and currency reserves. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$37,588,214 against \$36,549,845 the preceding week; and a coin hoard of \$57,117,244 against \$57,040,504 on the previous return. The City bank exchanges, dur-

ing the week, were \$527,357,343, or a daily average of \$87,892,890. The customs revenue of the port, during the week, was \$1,950,247 of which \$1,826,247 were in coin certificates. The City banks reported their average of gold last week at \$23,336,400, and their greenback average at \$54,739,600. Their deposits stood at \$234,486,700. The loan item was about 288 1/2 millions. The circulation was \$26,901,600.

The cash balances of the Treasury Department on Wednesday were as follows: Currency, \$3,362,704; special deposits of legal tender for redemption of certificates of deposit, \$51,345,000; coin, \$88,889,879; including coin certificates, \$33,981,600.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 249 1/2 millions.

Government has received about 81 millions from internal revenue, thus far in the current fiscal year.

Gold has been fairly active, but variable in price. The speculation has shown a less confident temper than through the preceding week. The customs demand has been moderate. There has been rather more inquiry for shipment. Government has added to the available supply in the open market, by the anticipatory payment of the May coin interest on the public debt, to the amount of \$1,600,000. This disbursement was commenced on Saturday last, under department instructions, from Washington. The extremes of the price have been 111 1/2@113 1/2, closing at 113 1/2 as against 118 1/2 on Wednesday of the preceding week. The specie outflow, last week, was \$423,236. The imports of specie at this port since Jan. 1, have been \$1,263,625, against \$1,097,018 same time last year. The customs demand for Gold last week averaged \$325,041 a day. Foreign Exchange has been scarce and quoted higher, but has been rather moderately sought after. Bankers' sixty day bills on London closed on Wednesday at \$4 87 1/2@4 87 1/2; sight bills on London, at \$4 90@4 90 1/2. The week's exports of Domestic Produce have been to the currency value of \$7,259,229.

Government securities have been in comparatively limited supply and very good demand at firmer and, toward the close, buoyant prices. U. S. sixes of 1881 closed on Wednesday of this week at 121 1/4@122; U. S. Five-Twenties of 1862, 118 1/2@119 1/4; U. S. Five-Twenties of 1864 at 120 1/2@120 3/4; U. S. Five-Twenties of 1865, 121 1/2@121 3/4; U. S. Five-Twenties of 1865 consolidated, 120@120 1/4; U. S. Five-Twenties of 1867, 121 1/2@120 3/4; U. S. Five-Twenties of 1868, 120 3/4@120 5/8; U. S. Ten-forties at 115 1/2@115 3/8; U. S. Fives of 1881, (Funding Loan) 116 1/2@117; Six per cent. currency Sixes from 94 1/2@95.

State and Railway bonds have been generally in fair demand since our last, and held more firmly. Central Pacific first mortgage six per cents have been scarce and wanted, closing at 94 1/2@95; Western Pacific sixes, 87 1/4@87 3/4. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been quiet, and quoted at from 52@55. Railway and miscellaneous share property has been quite active, and generally much stronger, though variable in price.

The import entries of Foreign Merchandise at New York, including dry goods, amount for

the past week to \$7,228,874, against \$10,240,763 same week last year. The exports of domestic produce are \$7,205,223, as against \$5,355,290, last year. The exports of Gold and Silver, \$423,236, as against \$773,017 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to \$1,999,300, as against \$2,410,618, same week last year.

General business has been moderately active, Cotton has been more freely dealt in, and quoted higher. Breadstuffs and Provisions have been in fair demand, but variable in price. Naval Stores and Petroleum have been held with firmness, but have been rather quiet. Tobacco and Wool have been moderately sought after within the previous range. Metals have been dull throughout, especially Iron, with Eglinton Pig Iron quoted at \$35@36. Glengarnock, \$37 50@38; Coltness, \$39@39 50; No. 1 American Pig at \$35; No. 2 do. at \$31@33; Forge, \$29@31; English Rails at \$55@60, gold; American Rails at works, \$60@65; Old Rails, \$40@41. Wrought Scrap, \$40@42 50. The Ocean freight market has been firmer, on a lighter offering of room on berth and charter, with a fairly active business reported, chiefly in the line of grain shipments. Foreign merchandise has been attracting more attention.

At the auction sale of Scranton Coal on Wednesday, 50,000 tons were disposed of within the range of from \$4 37 1/2@5 32 1/2, as against \$4 22 1/2@5 30 in March.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 34; do. 2d mort., 79; Atlantic and Pacific R. R. pref., 15; Pacific R. R. of Mo., 37 1/2; do. 1st mort., 78; Long Deck bonds, 98 1/2; Chicago and Northwestern consol. gold bonds, 86; Buffalo, New York and Erie 1st mort., 88 1/2; New York Central 1st mort., 105 1/4; Michigan Central 7s, 98 3/4; Union Pacific S. F. bonds, 70 1/2; Ohio and Miss. consol., 90; do. consol. S. F., 92 1/2; Albany and Susquehanna 1st mort., 103; do. 2d mort., 97 1/2; Central of New Jersey 7s, 1902, conv., 103 3/4; Buffalo and Erie 7s, new, 95; Lake Shore div. bonds, 94 1/2; Western Pacific bonds, 87 1/4; Clev. and Pittsburg 7s, consol., 100; Louisville and Nashville 7s, 1898, consol., 87 1/2; Del., Lack. and Western 7s, conv., 104 1/2; East Tenn., Va. and Ga. 1st mort., 90; Del. and Hudson canal reg. 7s, 1884, 104; Boston, Hartford and Erie 1st mort., 26 3/8; Canada Southern 1st mort., 55; Milwaukee and St. Paul 1st mort. LaC. div., 88; Central Pacific State-aid bonds, 103; Toledo, Peoria and Warsaw 2d mort., 60; North Missouri 1st mort., 83; Western Union Telegraph, 73 1/2; do. 7s, 100; Am. Dist. Tel., 54; Spring M. Coal, 72; Am. Exp., 62 1/2; U. S. Exp., 66 1/4; Adams Exp., 98; Wells-Fargo Exp., 77; Tennessee 6s, old, ex-coupon, 65; do. new, do., 65; Missouri 6s, Asylum bonds, 92; South Carolina 6s, new, Jan. and July, 7; N. Y. State 7s, B. L. reg., 107 1/4; do coupon, 108.

Philadelphia.—Camden and Atlantic pref., 41; do. 2d mort., 96; Catawssa R. R. 15 1/2; do. new pref., 34; Pennsylvania R. R. div. scrip., 99; Ridge Av. R. R., 40 1/4; Warren and Franklin 1st mort., 76; Allegheny Valley 7 1/2 10s, 92 1/4; Philadelphia and Reading C. & I. mort. bonds, 90;

Huntingdon and Broad Top Mt. 7s, consol., 63; Phila. and Reading Gen'l mort. 7s, coupon, 103½; Co. reg., 104; do. 7s, 1893, 103½; do. 7s, new, conv., 106; Pittsburg, Cin. and St. Louis 7s, 66; Schuylkill Nav. 6s, 1895, 74; Pennsylvania and New York 7s, 103; Susq. Canal 6s, 73½; West Jersey R. R. 7s, 101; Wilmington and Reading 1st mort., 84½; Danville, Hazleton and Wilkesbarre 7s, 58; Harrisburg 6s, W. L., 86; Philadelphia 5s, 1876, 100. The latest quotations are: City 6s, 101½@101¾; do. free of tax, 103¾@104; Pennsylvania State 6s, 2d series, 105¾@106; do. 3d series, 109@109¼; Philadelphia and Reading 56½@57; do. Gen'l mort. 7s, comp., 103@103½; do. reg., 103¼@104; do. mort. 6s, 1880, 98@100; do. new, conv., 106@106; do. 7s, 1893, 103½@103¾; United New Jersey R. R. and Canal Co., 122@122½; Camden and Amboy mort. 6s, 1889, 99½@100; Pennsylvania R. R., 52@52; do. div. scrip., 99@99½; do. 1st mort., 101¼@101½; do. 2d mort., 98½@100; do. general mort. coupon, 90@90¼; do. reg., 92@93; Little Schuylkill R. R., 46@47; Morris Canal, 49@50; do. pref. 122@123; do. 6s, 95@98; Susquehanna Canal, 5@9; do. 6s, 78@75; Schuylkill Nav., 6¼@6½; do. pref., 12½@12½; do. 6s, 1882, 77@77½; do. 1872, 87@89; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 97@100; do. 5s, 63@65; Lehigh Coal and Navigation, 43¾@44; do. 6s, 1884, 93@94; do. R. R. Loan, 94¾@95¼; do. Gold Loan, 96@96½; North Pennsylvania, 45@46; do. 6s, 98½@99½; do. 7s, 102@102½; do. Chattle 10s, 105@108; Philadelphia and Erie, 19½@20; do. 6s, 89½@90; do. 7s, 87@87¾; Minehill, 53@53½; Catawissa, 15½@16; do. pref. 43@43½; do. 7s, 1900, 101@102; Lehigh Valley, 60¾@60½; do. 6s, new coupon, 100@101; do. reg., 101@102; do. 7s, 103@103½; Fifth and Sixth streets (horse) 56@57; Second and Third, 61@61; Thirteenth and Fifteenth, 21¼@22; Spruce and Pine, 28½@30; Green and Coates, 47@50; Chestnut and Walnut, 60@60¼; Hestonville, 19¼@20; Germantown, 30@36.

Boston.—Burlington and Missouri River R. R. in Nebraska, 58½; Rutland pref., 35; do. scrip., No. 2, 82; do. No. 3, 80½; do. No. 4, 77¼; do. No. 5, 75; do. 1st mort. 8s, 1902, 73¾; Cincinnati, Sandusky and Cleveland R. R., 7½; do. 6s, 1900, 75½; Atchison, Topeka and Santa Fe R. R., 10; do. coupons, 32; Eastern (N. H.) R. R., 61; Conn. and Passumpsic Rivers R. R., 72½; Indianapolis, Cincinnati and Lafayette R. R., 8; Burlington and Missouri River R. R. in Iowa, 99¾; do. Land Grant 7s, 99; Boston, Clinton and Fitchburg R. R., 81; New Bedford R. R., 110¼; Nashua and Lowell R. R., 136; Portsmouth, Gt. Falls and Conway R. R., 46½; Chicago, Iowa and Nebraska R. R., 95½; Chicago, Burlington and Quincy 7s, 96¾; Vermont Central 1st mort., 20½; do. 8s, 1891, guar., 75; Boston and Maine 7s, 1894, 103½; Eastern R. R. 7s, 1883, 92; Illinois Grand Trunk R. R. 8s, 99; Boston Water Power Co., 103½; Cary Imp., 6¼; Brookline Land, 5¼; Rhode Island 6s, 1892, 101½; Maine 6s, 1889, 101¼; New Hampshire 6s, 1884, 99¾; Massachusetts 6s, 1876, gold, 110½; Boston 6s, 1894, 99¾; do. 5s, 1876, gold, 107¼; do. 1882, gold, 98½; Cook Co., Ill., 7s, 1880, 99½; Cleveland 7s, 1893, 100½; Chicago 6s, 1877, 96; do. 7s, 99½; St. Louis 8s, 1887, 104; do. 6s, 1888, 89¼; Allouez Mining Co., 7½; Calumet and

Hecla, 182; Petherick, 1; Pewabic, 6; St. Clair, 2½.

Baltimore.—Maryland Defense 6s, 105½; Virginia consols, ex-coupon, 48½; Virginia consols, coupons, 80; Orange, Alex. and Manassas 7s, 80¾; Northern Central 6s, 1900, 89½; Western Maryland 6s, guar. by Washington Co., 83¾; Richmond and Danville 1st mort., 70¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 66@69; Wilmington and Weldon, 66@66¾; do. 7s, gold, 90@92; Pittsburg and Connellsville 7s, 1898, 89¾@89½; Baltimore and Ohio, 167@167½; do. 6s, 1875, 100@100¼; do. 1880, 98½@99; do., 1885, 97½@97¾; Parkersburg Branch, 5@10; Northern Central, 34½@34¾; do. 6s, 1885, 92@93; do. 1900, 87@88; do., 6s, 1900 gold 88@90½; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 101¼@101½; do. 2d mort., 7s, 92¼@92¾; do., 3d mort., 8s, 77@78; Central Ohio, 42¼@42½; do. pref., 42@42; do. 1st mort., 89@89½; Western Md., 1@3; do. 1st mort. 6s, 1890, 81@90; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 92@96; do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 83@85; Richmond and Danville 1st mort., 68½@74; Orange and Alexandria 1st mort. 6s, 88@92; do., 2d mort. 6s, 80@80¾; do., 3d mort. 8s, 83½@85; do., 4th mort. 8s, 75½@76; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 70@75; do. 8s, 82@84; Baltimore 6s, 1875, 97½@98¼; do., 1884, 98@98; do. 1886, 98½@100¼; do. 1890, 99@99¼; do., 1893, 97@98; do. 1893, exempt, 97¼@97¾; do., 1900, 99@99½; do. 1900 new, 98@99; do. 1902, 98½@100; Memphis City 6s, 45½@50; Maryland Defense Loan, 1883, 105½@105½; Virginia 6s, old, 30@40; do. new, 43@50; do. consol. 6s, 50¾@51; do. coupons, 79½@80; West Virginia, 11@11¼; City Passenger R. R., 15@17; George's Creek Coal, 132@137.

The Railroad Laws.

The Railroad Commissioners for the State of Illinois met at Springfield on the 22d ult. Upon consultation, they decided to bring suits as follows: At Jacksonville, against the Toledo, Wabash and Western; at Macomb, against the Chicago, Burlington and Quincy; at Edwardsville, against the Chicago and Alton; at Tuscola, against the Illinois Central Railroad. These were all the suits agreed upon, though others are in process of arrangement. The general charge will be for extortion and unjust discrimination. The board decided to visit Cairo next week, where a very large case is alleged to exist against the Illinois Central Railroad. The board are of the opinion that the railroads are daily approaching the schedules in fixing their tariffs.

The representatives of the Milwaukee and St. Paul Railroad, and several railroads entirely in Minnesota, had a consultation on the 22d with the Railroad Commissioners, and expressed their intention to submit to the Minnesota Railroad Law. One question of the construction of the law, however, remained undecided: whether the regulations as to rates will apply to contracts for freight carried beyond the State line.

Under the State law of last winter, creating a lien upon lands appertaining to the St. Paul and Pacific Northern Extension Lines, Receiver Farley has filed specific denials with the Governor as

to all the liabilities for construction and material claims filed, amounting to \$767,957, including one by DeGraff & Co. for \$664,498. Failing to secure relief in the Legislature, the Dutch bondholders, who claim they have once furnished money for the payment of these claims, and expect within a short time to take full possession of the St. Paul and Pacific lines and extensions, will abandon building the Brainerd Extension, and connect with part of the St. Vincent Extension, already completed from the main line at Breckinridge, thus surrendering the extension land grants for the incomplete portion. The bondholders and receiver are advised they can hold lands already acquired on the St. Vincent extension, and that the DeGraff Lien Law will be void as to them.

Boston Water Power Co.

At the annual meeting of the stockholders of this company held in Boston on the 28th ult., Gen. James S. Whitney, President, in the chair, Albert F. Thayer, Treasurer, presented his report showing the financial condition of the company on the 31st of March, 1874, as follows:

ASSETS.

Real estate estimated as it stands:	
1,850,496 ft. east of Parker st. south of B. & A. R. R. @ \$1 ft.	\$1,850,496 00
1,040,000 ft. in basin north of B. & A. R. R. west of Parker st. @ 80c	832,000 00
5,900,000 ft. in basin south of B. & A. R. R. west of Parker st. @ 40c	2,360,000 00
1,026,425 ft. balance of Co.'s land in streets for which City owes	284,664 90
9,816,921 ft. owned by company.	
Mortgage notes receivable.....	368,000 00
Company's investments:	
321,000 ft. Huntington Av. lands @ 45c. above mortgage	144,450 00
1,546 Shares Boston Water Power Company stock @ \$10.....	15,460 00
150 Shares Atlas Insurance Co.	15,000 00
Debt of H. M. Bearse & E. C. Drew, estimated at.....	15,000 00
Sewer Assessments estimated at....	5,000 00
Cash on hand.....	2,294 52
	\$5,892,365 42

LIABILITIES.

First mortgage bonds	
issued.....	\$358,000 00
Notes payable	878,699 01
Loans payable (collateral pledged).....	345,600 00
Mortgage notes payable	878,101 82
Dividend No. 16 (cash).	410 00
Dividend No. 17 (scrip).	78,220 00
Required to complete avenue for city of Boston.....	50,000 00
	2,589,030 83

Balance of assets over liabilities, \$3,303,334 59

The following resolution, offered by Mr. M. F. Fowler, was adopted:

Voted, That the Directors of the Boston Water Power Company are hereby authorized to execute a mortgage to Dwight Foster and Lyman Nichols, trustees, on all or any part of the property of the corporation for an amount not exceeding \$2,500,000, to be, if they see fit, taken in place of the now existing mortgage to the same trustees, and to execute bonds, to be secured by said mortgage, bearing interest at the rate of seven per cent per annum, payable semi-annually, said bonds to be disposed of at the discretion of the directors.

BANKING-HOUSE OF FISK & HATCH,
No. 5 NASSAU ST., NEW YORK.

We buy and sell GOVERNMENT BONDS and GOLD at current market rates; buy Gold Coupons, buy and sell stocks and bonds at the Stock Exchange on commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which are very desirable for investment.

The CENTRAL PACIFIC is an important Trunk Line Road, with an average monthly revenue exceeding \$1,000,000. The Company have a small unsold balance of their SIX per CENT. GOLD LAND BONDS, with the proceeds of which, and their surplus earnings, after paying expenses, interest, and dividends, they are adding to the permanent improvements of the road. The amount is less than \$800,000; we are selling them at 85 and accrued interest, and consider them an excellent investment.

FISK & HATCH.**Railroads in Texas.**

The Texas and Pacific Railway, main line, from Shreveport to Dallas, Texas, 192 miles, is now completed. From Dallas to Fort Worth, 30 miles, to be completed at an early day.

The Texas and Pacific Railway Transcontinental branch, completed from Marshall to Monterey, Marion County; to be completed to Texarkana, Bowie County, 69 miles, by 1st of October next; and from Texarkana to Sherman, 155 miles, by the 1st of January next, and from Sherman to Fort Worth via Denton, by April, 1875.

The Missouri, Kansas and Texas Railroad, is now in good running order from St. Louis to Denison, a distance of 622 miles. It is expected it will build a branch southwestward, from Fort Worth, via Waco and Austin to the Rio Grande, using the Transcontinental branch of the Texas and Pacific from Sherman to Fort Worth. At present it has but three or four miles of road within the State, viz: from Red river to Denison.

The International Railroad has 174 miles road in operation, viz: from Hearne, on the Texas Central, to Longview, where it intersects the Texas and Pacific. This company has consolidated with the Houston and Great Northern, and they are now under one management. This latter road extends from Houston to Palestine, Texas, where it unites with the International and is a consolidated line thence to Troupe, Smith County, where the International branches off to Longview, and the Great Northern to Tyler, thence to Mineola, Wood County, where it intersects the main line of the Texas and Pacific, 69 miles west of Marshall. This line will probably be extended to intersect with the Transcontinental branch of the Texas and Pacific, via Sulphur Springs, Hopkins County, at Clarksville, Red River County.

The Houston and Texas Central, connects with the Missouri, Kansas and Texas at Denison, 337 miles from Houston, making a continuous line of railroad from Galveston to St. Louis. This road has two branches in regular running order, viz: from Hempstead to Austin, 116 miles, and from Bremond to Waco, 45 miles.

The Galveston, Houston and Henderson runs from Galveston to Houston, 50 miles. The Galveston, Harrisburg, and San Antonio, is completed from Harrisburg to Columbus, 80 miles, and connects with Houston, 6 miles, by a branch.

The Gulf, Western Texas and Pacific Railroad is designed to run from Indianola to San Antonio, 160 miles. It is now in running order to Cuero, De Witt County, 70 miles from Indianola.

The Point Isabel and Brownsville Railroad is completed and in running order from Point Isabel to Brownsville, a distance of 20 miles.—*St. Louis Railway Register.*

A large and enthusiastic railroad meeting was held in Woodstock on the 21st ult., at which it was resolved to proceed with the Woodstock Railroad; and that they commence laying the track at White River Junction, and go on as far and as fast as the funds realized from the bonds will allow. It is stated that \$180,000 will complete the road.

The U. S. Rolling Stock Company have elected the following trustees and officers for the ensuing year: Trustees—H. R. Baltzer, H. H. Van Dyck, William H. Guion, Lawrence Wells, Jas. B. Hodgskin. Officers—President, Jas. B. Hodgskin; vice-president, H. R. Baltzer; treasurer and secretary, A. Hegewisch; general master mechanic, C. F. Jauriet.

It is announced that two of the new iron steamships for the Pacific Mail Steamship Company have been contracted for in Wilmington, Del., one by the Harlan & Hollingsworth Co., and one by Pusey, Jones & Co.

The Lewiston and Auburn Railroad Company have elected as directors: J. G. Coburn, E. S. Davis, H. B. Bartlett, G. H. Pillsbury, M. T. Ludden, E. L. Wood, J. S. Randall, E. A. Little and F. M. Jordan.

The Selma, Rome and Dalton Railroad is to be sold by a decree of the Chancellor of Alabama June 30th.

The Calumet and Hecla Mining Company has declared a dividend of \$5 per share, payable May 15.

**Genuine Chester Emery.****REDUCTION IN PRICE.**

The great increase in the production of the Chester Emery Mine enables us to reduce the price to seven cents for grain and four cents for flours, with important discounts to dealers, manufacturers and larger purchasers. The genuine Chester Emery is made from the purest and hardest crystals, and its cutting and polishing qualities are superior to any emery used in this market.

E. V. HAUGHWOUT, & CO., 25 Park Place, N.Y.

PHILIP G. SCHOFIELD,

(Successor to PETER SCHOFIELD.)

MANUFACTURER OF

STEAM VACUUM & HYDRAULIC

GAUGES,

AND

LOCOMOTIVE SPRING BALANCES,

Frankford Road & Seargeant St.

PHILADELPHIA.

A. W. LADD,**NO. 5 DEY STREET, NEW YORK,**

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

REFERENCES:

All the leading Telegraph Companies in the United States.

The American Wood Carbolicizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or lead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Robt. Harris, C. B. & Q. R. R. Prof. Stillman, Capt. Ends, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

TRUSTEES.

GEO. W. CASS,	THOS. A. SCOTT,
M. Y. TILDEN,	RUSSELL SAGE,
LLOYD ASPINWALL,	H. A. TILDEN,
M. N. WISEWELL,	WM. F. DRAKE,
AUSTIN BALDWIN,	WM. ORTON,
W. T. PELTON,	F. E. WOODBRIDGE,
Vice-Prest.	President.

59 Liberty St., New York.

THE ILLINOIS CENTRAL RAILROAD COMPANY offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about \$3,000,000. These Bonds mature April 1, 1875.

L. V. F. RANDOLPH,

Assistant Treasurer.

EDWARD W. SERRELL,
CIVIL ENGINEER,

78 & 80 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

CAST STEEL WORKS**FRIED. KRUPP,****ESSEN, RHENISH-PRUSSIA.**

American Office, - - - 15 Gold, Cor. Platt Street, New York.

CAST STEEL RAILS,**PATENT CAST STEEL RAILWAY TIRES,****WHEELS, AXLES, SPRINGS, CRANK PINS, &c.****BOILER PLATES,****ROLLER, DIE AND TOOL STEEL.****THOMAS PROSSER & SON,**

Sole Representatives in America.

**LAP-WELDED IRON BOILER TUBES,
WELL TUBING.**Drills, Rimer-Countersinks, Expanders, &c.,
**STEEL WIRE AND WHALEBONE TUBE BRUSHES,
SPRING STEEL SCRAPERS,****GRIMSHAW'S PATENT
IMPROVED COMPRESSED-AIR****HAMMERS,****STAMPS, PRESSES, BLOWING ENGINES, &c.****THOMAS PROSSER & SON,**

15 Gold Street, New York.

BALL'S PATENT TELESCOPE JACK.

Hot and Cold Punched Nuts, Bolts, Lag Screws and Washers.

Belting, Packing Hoop, Rubber Springs, Car Trimmings, Steam Pumps.

ALBERT BRIDGES,
MANUFACTURER AND DEALER INRailway and Mining Supplies and Machinery
No. 46 CORTLANDT STREET,

P. O. Box, 2843.

NEW YORK.

THE NEW REMINGTON**Family Sewing Machines**FOR SALE ON ACCOMMODATING TERMS AT
THE OFFICES,

281 Broadway and 294 Bowery.

REMINGTON SEWING MACHINE CO.Responsible agents wanted where none are established.
Apply for terms to the company.

At a meeting of the first mortgage bondholders of the Louisville, Cincinnati and Lexington Short Line Railroad on the 28th ult., resolutions were adopted favorable to the terms proposed by the company for funding coupons of 1874-'5 as they accrue into consolidated mortgage bonds.

**HARRISBURG
Car Manufacturing Co.,**

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal,
and all other kinds of**RAILROAD CARS,**RAILROAD CAR WHEELS AND CASTINGS,
BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

AND

RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.

WILLIAM CALDER, President.

RICHARD DUDGEON.

No. 24 Columbia St., New-York,

Maker and Patentee of

**HYDRAULIC
JACKS**and Punches,
Roller Tube Expanders, andDirect-Acting
Steam Hammers.Communications by
letter will receive
prompt attention.Jacks for Pressing
on Car Wheels or
Crank Pins made to
order.**SCHOOL OF MINES,
COLUMBIA COLLEGE,**

East 49th Street, NEW YORK.

FACULTY:

F. A. E. BARNARD, S. T. D., LL. D., President.
T. EGLESTON, Jr., E. M., Mineralogy and Metallurgy.
F. L. VINTON, E. M., Mining Engineer.
C. F. CHANDLER, Ph. D., Analytical and Applied Chemistry.
JOHN TORREY, M. D., LL. D., Botany.
C. A. JOY, Ph. D., General Chemistry.
W. G. PECK, LL. D., Mechanics.
J. H. VAN AMRINGE, A. M., Mathematics.
O. N. ROOD, A. M., Physics.
J. S. NEWBERRY, M. D., LL. D., Geology and Paleontology.

Regular courses for Mining and Civil Engineering, Metallurgy, Geology and Natural History, Analytical and Applied Chemistry.
Special students received for any of the branches taught.
Particular attention paid to assaying.

For further information and catalogues, apply to
DR. C. F. CHANDLER,
Dean of the Faculty.

Jersey City Steel Works.**JAS. R. THOMPSON & CO..**

MANUFACTURERS OF

HAMMERED AND ROLLED**CAST STEEL,**

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,
Ice, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet,
Rifle, and Pistol made to Order.JAS. R. THOMPSON,
H. G. GARDNER,B. ILLINGSWORTH,
E. DICKINSON.**THE ROGERS****Locomotive & Machine
WORKS,****PATERSON, N. J.,**

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING**LOCOMOTIVE ENGINES,**

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, Pres't.

R. S. HUGHES, Sec'y.

WM. S. HUDSON, Sup't.

Paterson, N. J.

THOMAS ROGERS, Treasurer,

44 Exchange Place, New York.

**THE
PHENIX IRON CO.,**

410 Walnut St., Philadelphia,

MANUFACTURERS OF

CURVED, STRAIGHT AND HIPPED**Wrought Iron Roof Trusses****BEAMS, GIRDERS and JOISTS,**

and all kinds of Iron Framing used in the construction of iron roof buildings.

**DECK BEAMS, CHANNEL, ANGLE
AND T BARS**

curved to template, largely used in the construction of Iron Vessels.

**Patent Wrought Iron Columns,
Weldless Eye Bars,**

for top and bottom chords of bridges.

**Railroad Iron, Street Rails, Rail Joints
and Wrought Iron Chairs.**Refined Bar, Shoeing, and every variety of Shipping Iron
Made to Order.

Plans and Specifications furnished. Address

SAMUEL J. REEVES, President

BARROW HAEMATITE STEEL CO.,**BARROW IN FURNESS,
LANCASHIRE, ENGLAND.**

MANUFACTURERS OF

**STEEL RAILS, TYRES, AXLES, WHEELS, SHAFTING,
Boiler Plates, Ship Plates, &c., &c.,****CHAS. CONGREVE & SON,**

SOLE AGENTS FOR THE U. S.,

NO. 104 & 106 JOHN ST., OPPOSITE CLIFF ST., NEW YORK.

FULLER, LORD & CO.,
Machine-Forged Nuts,
BOLTS & NUTS,
 WROUGHT WASHERS,
BOONTON CUT NAILS,
 139 Greenwich Street,
 NEW-YORK.

ALFRED W. LADD,
 5 AND 7 DEY ST., N. Y.,
 DEALER IN

LOCOMOTIVES

OF EVERY DESCRIPTION.

Palace, Pullman, Passenger, Box, Platform and Gondolas, and all kinds of Dumping and Construction

RAILROAD CARS,

And all RAILROAD MATERIALS, including

Rails, Fish Plates, Turn Tables, Chairs,
 Chains, Bolts, Nuts, Spikes, &c., &c.

Agent for R. G. GARDINER'S Improved Spiral and Rubber

CAR SPRINGS,

Manufactured by N. Y. Car Spring Co.

Also dealer in Oak, Chestnut, Virginia Pine, Cypress, Juniper, Cedar and Hackmetack

Railroad Ties.

Florida and Georgia Pine and Oak

CAR TIMBER.

White Pine, Yellow Pine, Hemlock and other

BRIDGE TIMBER.

Agent for the Best Mills in Florida, Georgia, Pennsylvania, New York and Canada.

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't.

WM. W. LOBDELL, Sec.

P. N. BRENNAN, Treas.

Lobdell Car Wheel Co.,
Wilmington, Del.

**CAMMELL'S CAST
STEEL.**

ROLLED AT JERSEY CITY

BY

W. BAILEY LANG & CO.

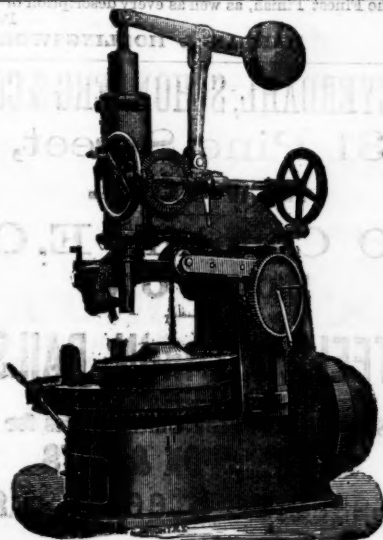
New York

AND
Boston.**CORYDON WINCH,**

Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.



No. 4 Car Wheel Box.



We have the best and most complete assortment of

Machinists' ToolsIn the Country,
Comprising all those used in

MACHINE, LOCOMOTIVE,

AND

R. R. REPAIR SHOPS.

For Photographs, Prices and Description, etc., address

NEW YORK STEAM ENGINE CO.,
 98 Chambers Street, New York.



CARS

FOR

TWO HORSES

COMBINING

ALL

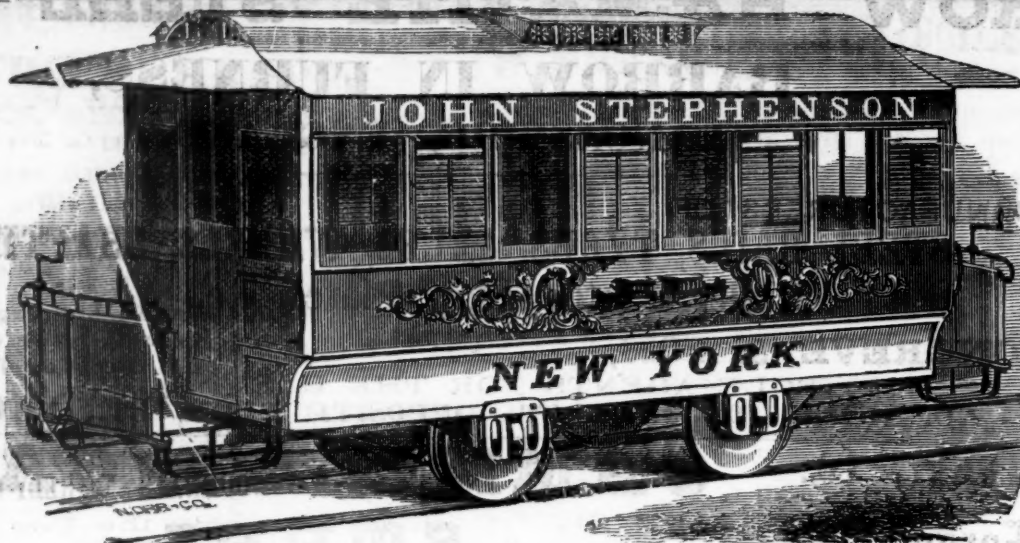
Valuable Inventions,

**ELEGANT
STYLE.**

Light & Durable,

Full Size

AND

**REDUCED
WEIGHT****47 EAST 27TH STREET.****CARS**

FOR

ONE HORSE,

WITH or WITHOUT

Platforms,

OR TO

Swing on Trucks

—
EVERY**STYLE AND****VARIETY**

OF

CONSTRUCTION.

This Establishment commenced building **STREET CARS** in 1832, and is famed for superior **ELEGANCE** of workmanship and **SUBSTANTIAL** practical results.

Its location, in the **PORT** of **NEW YORK**, is most favorable for shipments, and its **CARS**, **CONSTRUCTED** in **SECTIONS**, may be **ENTIRELY COMPLETED** before being packed for transportation.

JAS. JEFFRIES & SONS,MANUFACTURERS OF
LOCOMOTIVE, CAR & TANK**SPRINGS,**

MADE OF BEST

Cast and Swede Steel.**PHILADELPHIA,** (rear of Girard House.)

We will be happy to furnish a **SET OF SPRINGS** to such companies as may wish to try their **Durability** and **Elasticity**, by writing us the **Length, Width, Curve** over all, and the weight which they are to bear.

Iron Bridges, Pivot Bridges,

AND

TURN TABLES.**F. C. LOWTHORP,**
CIVIL ENGINEER,

Patentee and Builder,

78 E. STATE-ST.,**TRENTON, N. J.****PASSENGER CARS**

Of the Finest Finish, as well as every description of **CAR WORK**, furnished at Short Notice and at Reasonable Prices by the

HARLAN & HOLLINGSWORTH COMPANY, Wilmington, Del.**HEYERDAHL, SCHÖNBERG & CO.****31 Pine Street,
NEW-YORK.****10 Cornhill, E. C.
LONDON.****STEEL AND IRON RAILS.**

Sole Agents in the United States for

**SAMUEL FOX & CO.'S
Bessemer Steel Rails.****RAILROAD SECURITIES NEGOTIATED****YORK CAR WORKS.**

ESTABLISHED IN 1852.

**Billmeyer & Smalls,
YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

**A. WHITNEY & SONS
CAR WHEEL WORKS,**

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.**FURNISH CHILLED WHEELS** for Cars, Trucks, Tenders, **CHILLED DRIVING WHEELS**, **TIRES** for Locomotives, **ROLLED** and **HAMMERED AXLES.****WHEELS and AXLES FITTED COMPLETE**

ALBERT C. McNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,

(ESTABLISHED IN 1850.)

THE

McNairy & Claflen Mfg. Co.,

PROPRIETORS,

BUILDERS OF

Railway & Highway

BRIDGES,

ROOFS,

Turn Tables, Transfer

Tables,

OF IRON AND WOOD.

Railroad Passenger &

Freight Cars,

Street Railroad Cars.

Post's Patent Iron and Combination Bridges,
Howe Truss Bridges with Patent Iron Clamp,
Street Railroad Cars with Higley's Patent Run-
ning Gear and Brake; also Substructures of
Pneumatic and Screw Piles.

Offices: Waring Block, Cor. Bank
and St. Clair Sts.

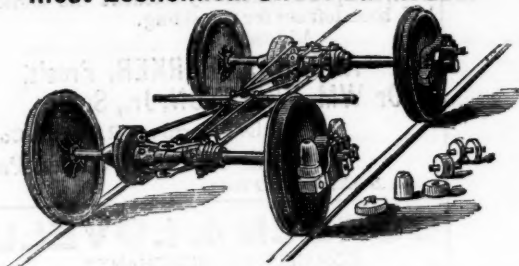
Works: On Wagon, Hamilton and
Lake Sts.

CLEVELAND, OHIO.

SIMEON SHELTON, Engineer.



The Lightest Running, Easiest Riding, and
most Economical Street Car in use.



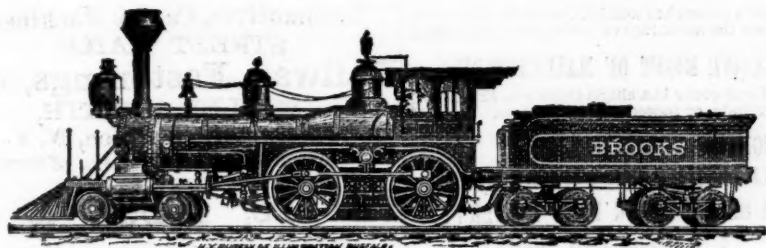
Higley's Patent Street Car Running Gear and
Brake, Made and Sold by the McNairy
& Claflen Manufacturing Co.,
Cleveland, O.

HARVEY T. CLAFLEN, Sup't.

JOHN COON, Sec'y.

Brooks Locomotive Works,

DUNKIRK, N. Y.



Orders Solicited for Locomotives Adapted for
Every Class of Railway Service.

M. L. HINMAN, Sec'y & Treas.

H. G. BROOKS, Pres't & Sup't.

Safe Car Lamp.

MINERAL SPERM OIL.

Williams, Page & Co.,

BOSTON,

Manufacturers of their well-known Car Lamps, and of
superior Car Candle Lamps, are making

Mineral Sperm Oil Lamps,

now used by all the Roads in Massachusetts, and many
other roads East and West, and by many of the Pullman
Palace Cars, in place of Kerosene or Candles. Circulars,
Lithograph and Price List sent when requested.

WILLIAMS, PAGE & CO.

\$72 00 EACH WEEK.

Agents wanted everywhere. Business strictly legitimate,
Particulars free. Address, J. Worth & Co., St. Louis, Mo.

THE
TAUNTON LOCOMOTIVE

MANUFACTURING COMPANY,

TAUNTON, MASS.,

HAVING large facilities, and having had a long experi-
ence in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY:

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC

HARRISON TWEED,

Agent and Treasurer.

P. L. PERRIN, Sup't.

HARRISBURG FOUNDRY

—AND—

Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slot-
ting Machines, Bolt Cutting
and Nut Tapping
Machines, &c.

W. T. WILDRUP, Treasurer.

HOT JOURNALS ENTIRELY PREVENTED

By the Use of



For Railroad Car Journals and other Bearings.

In presenting this Lubricant to the notice of Railroad
and Steamboat Managers and operators in Machinery
generally, I do so with a practical knowledge of its mer-
its, and with confidence that it will be found to possess
invaluable qualities as a

Lubricator and Counteractor of Friction.

It has been in use, during the past two years, on a num-
ber of Railroads and Steamers, and is highly approved of.
Parties wishing to make a practical test of the Lubri-
cant will be furnished with sample on application.

ALBERT BRIDGES, Patentee,

MANUFACTURER AND DEALER IN

RAILWAY SUPPLIES and MACHINERY.

No. 46 CORTLANDT STREET,

SEND FOR CIRCULAR.

NEW-YORK, N. Y.

EDWARD J. ETTING,

105 Walnut St., Philadelphia,

MANUFACTURERS' AGENT FOR THE SALE OF
AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Iron Received on Storage, in Bond or Free,
Weighed and Delivered. Also connected by Track with
Philadelphia and Reading Railroads.

Special attention paid to the Purchase and Sale of
Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

W. & L. E. GURLEY, Troy, N. Y.

MANUFACTURERS of Engineers' and Surveyors' In-
struments. Descriptive and priced catalogue gratis.

G. Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic
Instruments 716 Chestnut St., Phila. Two premiums
awarded.)

LAWRENCEVILLE CEMENT COMPANY.

ROSENDALE HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York. This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

WM. N. BEACH, Pres't,
96 Wall Street, New York.

DELAFIELD & BAXTER CEMENT COMPANY, MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.

The above CEMENT is used in most of the fortifications building by government.

HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (late) Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

E. M. Brigham, J. H. Butts, Ag't,
KINGSTON, N. Y. 95 LIBERTY ST., N. Y.

HOFFMAN ROSENDALE CEMENT,

Being the STANDARD CEMENT used at the
BROOKLYN NAVY YARD.

MADE AND SOLD BY
THE LAWRENCE CEMENT CO.

M. W. WOODWARD, Sec'y,
47 William Street, N. Y.

THE James Cement Co.,

(Successors to J. B. JAMES.)

Manufacture a superior quality of Rosendale Cement, put up in good barrels made by themselves, and well papered. Address

J. B. JAMES, Pres't,
24 Dey St., New York.

The Self-Lighting Kerosene Lamp!

LIGHTS YOUR LAMP IN AN INSTANT!

No Removing the Chimney!

NO ELECTRICITY!

No Lucifer Matches!

Thousands View it with Perfect Admiration.

No more Houses, Stores or Railway Trains set afire by the Carelessness of Matches.

There are few inventions which spring into such sudden and universal popularity upon the first introduction as was achieved at once by this

Self-Lighting Lamp.



ALWAYS

READY.

This valuable patent has nearly 17 years to run. You can at once see the advantage of owning and controlling the

EXCLUSIVE RIGHT OF MANUFACTURE

and sale of these goods in a single County in this densely populated State, or indeed any other State.

A SELF-LIGHTING KEROSENE LAMP!

A SELF-LIGHTING GAS ATTACHMENT!!

A SELF-LIGHTING HAND LANTERN!!!

A SELF-LIGHTING TORCH!!!!

We feel confident in our ability to offer to enterprising men of moderate capital, in the purchase of Territory, such inducements that they will have no cause to doubt the results.

IT SELLS AT SIGHT EVERYWHERE.

Just the thing long needed for Railroad Cars and Officials, Depots, Stores, Dwelling Houses and Factories. Every such place will have them at once.

Thousands of these Self-Lighting Burners have been sold during the past season in the New England States alone. What better proof need we ask for its merit and growing popularity?

WE ASSERT WITHOUT HESITATION

They are the best selling and most money-making inventions ever put on this or any other market for sale.

The price is within the reach of all. We have goods now ready for delivery, and any man can commence today to make a small fortune in the sale of these goods alone.

Call and see it in practical operation.

Or enclose one dollar for a sample Burner.

One dollar for Gas Attachment.

Two dollars for a Torch, two dollars and a half for a Self-Lighting Lamp, and they will be sent with our terms for territory to any part of the country.

OFFICE AND SALESROOM OF

"The Universal Self-Lighting Lamp Co."

No. 563 Broadway, New York.

THE WHARTON Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or **WM. WHARTON, Jr., Sup't,**
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St., New York,

Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S
CUMBERLAND COALS.

PHILIP S. MILLER.

LENOX SMITH.

AMERICAN AND FOREIGN

STEEL & IRON RAILS,

Locomotives, Cars & Machinery,

STREET RAILS,

Railway Fastenings, etc.

MILLER & SMITH,

43 Exchange Place, N. Y.

The Dickson Manufacturing Co. of Scranton.

PHELPS, DODGE & CO.,

CLIFF ST., between John and Fulton,

New York,

IMPORTERS AND DEALERS IN

Tin and Roofing Plates

OF ALL SIZES AND KINDS.

PIG TIN, RUSSIA SHEET IRON,

Charcoal and Common Sheet Iron,

LEAD, SHEET ZINC, COPPER,

SPELTER, SOLDER, ANTIMONY, &c.

MANUFACTURERS OF

Copper, Brass and Wire.

FOUNDRY FACINGS & SUPPLIES

OF ALL KINDS.

Bituminous Coal, Sea Coal, Lehigh, Mineral,

Charcoal, Black Lead, &c., &c.

Also Seives, Brushes, Molders' Tools, and all articles required for foundry use.

BOYD & PEASE,

Manufacturers,

508, 526 & 528 East 18th St.,
NEW YORK.